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WORLD'S FAIR

CHICAGO

1893

• SOUVENIR •

ILLUSTRATED

Being a complete and concise history of the principal World's Fairs, from the Crystal Palace, London, 1851, to the World's Columbian Exposition in Chicago, 1893.

Full page Art-type illustrations and descriptions of the principal buildings of previous World's Fairs, and all the buildings of the present World's Columbian Exposition, together with portraits and biographical sketches of its Officers and Chiefs. The great and marvelous buildings of Chicago, showing its progress and development.

EXPLANATORY TABLES AND MAPS.

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INTRODUCTION.

THE object of this Souvenir is to show by comparison with former World's Fairs the magnitude and splendor of the World's Columbian Exposition, which will open in Chicago, May 1, 1893; also that readers may realize its importance and power in promoting all branches of Art, Science and Industry. Its influence will be felt for many decades to come, in all lines of Trade and Commerce. As an Educator this event will leave its impress upon succeeding generations, and bear fruit in all realms of human thought, ingenuity and progress.

All past World's Fairs dwarf into insignificance when compared with the stupendous and far reaching preparation made to inaugurate this most marvelous of all World's Fairs of ancient or modern times. If we succeed in drawing the attention of our readers to the extent that each one will contribute towards the ultimate success of this universal exposition, we shall feel that the mission of this publication has been fulfilled, and its projectors amply repaid for their labors.

JOHN D. JONES.

WORLD'S FAIRS.

Place.	Year.	Days.	Acres.	Exhibitors.	Admissions.	Cost.	Receipts.
London,	1851	144	21	17,000	6,039,195	$1,460,000	$2,530,000
Dublin,	1853	170	12	7,000	1,150,000	400,000	230,000
New York,	1853	150	13	4,100	1,250,000	640,000	340,000
Munich,	1854	94	12	6,798	608,850	455,000	202,210
Paris,	1855	200	24½	23,954	5,162,330	5,000,000	644,100
London,	1862	171	23½	28,653	6,211,103	2,300,000	2,040,000
Paris,	1867	217	37	50,226	10,200,000	4,000,000	2,103,675
Vienna,	1873	186	40	70,000	7,254,687	8,000,000	1,030,000
Philadelphia,	1876	159	60	30,864	9,910,960	8,500,000	3,813,725
Paris,	1878	163	100	40,366	16,032,725	8,000,000	2,531,650
Melbourne,	1880	143	29	12,792	1,330,279	1,201,025	332,000
Paris,	1889	179	160	55,000	28.149.353	8,300,000	10,000,000
Chicago,	1893	181	633				

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THE "GUNTHER" COLUMBUS.

1492 = COLUMBUS = 1892

HEN, early in the morning of October 12, 1492, Columbus landed on Watling's Island, little did he realize that his discovery would prove to be one that would make his name immortal, and be the means of changing the tide of civilization for all ages to come. In his search for a short route to the Indies or the famed "Cathay"—the glittering star of his day dreams—he never questioned or scrutinized the horoscope of the future, but considered that his mission and object in life had been fulfilled in winning the full approbation of his royal patrons and friends, Ferdinand and Isabella, of Spain. That Columbus did not realize the importance of his discovery is apparent in his journal as well as in his report to his sovereigns; like the majority of pioneers in any field of discovery, he could not comprehend that he was surveying a pathway along which would travel the energy, brain, and the newly born enterprise of his time, to lay the foundation of the grandest Republic on the face of the earth; a country that has originated three-fourths of the greatest and most useful inventions of the age. Where Prince and Peasant are treated alike. Where the mechanic is as necessary as the millionaire, and men are sovereigns in their own right. A country where the rights of one citizen only ends where the rights of another begins. He could not have possibly conceived in the wildest of his dreams, that the country which he discovered on that October morning, would, in four hundred years, be peopled by nearly seventy millions of the most enlightened and most progressive of the human race. And that they would commemorate the four-hundredth anniversary of his discovery of this continent by holding the grandest and most stupendous World's Fair ever beheld by mortal eyes. An Exposition to which all the nations of the earth would pay tribute, giving the product of their mines and soil, the most wonderful creations of their looms, and the fruits of their brains and genius, placing them upon the altar of civilization, dedicated to the memory of Columbus. Could the veil of the future been lifted as he sighted our shores in order that the intrepid navigator could behold the mighty transformation which was to take place in four centuries, his eye would rest upon a scene that would have taxed his brain to the utmost. Through the open door of a new world he would see a country dedicated to three of the highest civilizing links of humanity, liberty, justice and equality. He would hear the sounds of the artisan's hammer making gigantic preparations to do his memory full credit and honor. He would see a city of 1,250,000 people—the most enterprising in the world—contributing its brain and muscle to excell in its endeavors to hold the greatest and most wonderful Exposition ever witnessed by man. A city that has successfully exceeded all the laws of nature and gravity; and has achieved a place in history that is replete with courage, audacity and enterprise; that has attracted and held spellbound the admiration of the most civilized nations. A metropolis, around which is rapidly crystalizing the

trade and commerce of the world with their natural sequence, music, art, science and education. A city of which, it is said, no artist, however great, could paint on canvass, for, while he was preparing his sketches in the solitude of his studio, Chicago would have outgrown the picture and relegated the product of his brush to the dead walls of the past, or probably to occupy a conspicuous place in the homes of its citizens as relics of its antiquity. It is but fitting that such a city should be selected from among the many cities of this continent, as being the best exponent of American institutions and government. It is doubtful in the mind of the writer if any other city in the world but Chicago, would have undertaken such a gigantic task. That she fully realizes that the eyes of the world are upon her, is best evinced by the amount of labor she has already performed, and the 10,000,000 dollars she has contributed towards its fulfilment and successful inauguration. No one acquainted with Chicago energy, grit and generosity will ever doubt but that she has been equal to the task imposed upon her by Congress to commemorate that important event — the landing of Columbus.

Nearly all the great nations of the earth have signified their acceptance of the invitation extended to them by the President of the United States, and have already made preparations to be represented in such magnitude and splendor, as to eclipse their exhibits at any previous World's Fair. It is evident, from the magnificent and generous preparations made by our own and foreign governments, that the Exposition will mark an epoch in the civilization and advancement of the human race. The distinguished gentlemen who have been selected as the Executive Officers of the Exposition, as well as the Chiefs of the various Bureaus and Departments, are in themselves a sufficient guarantee of its greatness and ultimate success, their selection being due to their peculiar fitness and adaptability for their respective positions, having the highest mental attainments, combined with energy and executive ability. Surely the spirit of Columbus, now so thoroughly imbued in the hearts and minds of the American people, can have no plausible reason to complain of the mammoth costly architectural memorials erected to his memory at Jackson Park. If that spirit could but express itself in language, it would certainly say, "Well done, thou good and great people of Chicago! In the wildest flights of my imagination I could not conceive of such a city as yours, whose creation is within the space of sixty years, and which stands as the typical representative American city, destined to be the metropolis of the grandest and most enduring government ever conceived by the mind of man; a country that for all time will remain a monument, consecrated to the achievements of Industry, Love, Liberty and Justice."

CRYSTAL PALACE, LONDON, 1851.

LONDON, 1851.

HE first well-defined World's Fair was held in London in 1851, of which it is said, there can be no doubt but that Prince Albert was the originator. It was held in a single building 1851 feet long and 450 feet wide, the form of the Titanic water lily leaf of South America. Nine hundred thousand square feet of glass were used in its construction, which led to its being called the Crystal Palace. The building contained a flooring area of twenty-one acres, and four months were consumed in its construction. It cost, in round figures, $965,000, while all other expenditures increased this amount to $1,460,000. There were 17,000 exhibitors. The fair ran 144 days, during which time 6,039,195 visitors passed through the gates. The receipts were $2,530,000, of which $2,500 was counterfeit silver. Ten thousand persons were employed in one way or another in the services of the exhibition. In the classification of exhibits the most simple possible plan was adopted. Exhibits were separated into four divisions, raw material and produce, machinery, manufactures, and fine arts. Very little interest was taken by this country, the total number of visitors to England from the United States being only 5,048, yet, when we consider the small number of exhibits, 499, we actually received a larger percentage of premiums than any other government. Attention was particularly attracted to our road vehicles. Trotting sulkies, wagons, coaches and buggies, sulkies at that time being a novelty to Europeans. Goodyear India rubber goods were exhibited for the first time. In the matter of refreshments, wine, spirits, beer or intoxicating drinks were forbidden. An idea of the amount of food consumed inside the grounds may be had from the following: bread, 1,100,000 loaves; cakes and buns, 1,250,000; potatoes, 36 tons; pickles, 1,000 gallons; ham, 33 tons; ice, 360 tons; milk and cream, 65,000 quarts; coffee, 15,000 pounds; tea, 1,000 pounds; chocolate, 5,000 pounds; lemonade, soda water, ginger ale, 1,000,000 bottles. The estimated total amount spent for refreshments is $375,000. The general admission for Monday, Tuesday, Wednesday and Thursday was one shilling, 25 cents; two shilling and sixpence, 62½ cents on Friday, five shillings, $1.25, on Saturday; gentleman's season tickets three guineas, $15.75; lady's season tickets, two guineas, $10.50. The gates were open from 10 a.m. to 6 p.m. An estimate made at the time, 1851, fixed the increased income to the city of London at $20,000,000, without reference to many permanent advantages which accrued later. The great success which attended this the first well-defined International Exposition was undoubtedly due to the unlimited amount of interest taken in it by royalty, whom, it seemed, were incapable of doing too much in any and every way toward making the event surpass the most sanguine expectations. With so able heads and big purses at the front, it must have required comparatively little effort on the part of the management to secure a ready following by those upon whom it depended to make the Fair a success in point of exhibits and patronage. Again, 1851 as well as the years preceeding it were those of peace and plenty in Europe, with prospects pointing to a continuance of these blessings. In a word, England was merry, and the world made merry with her. Another thing

going to make up the success of this first International Fair was the degree of novelty there was about the idea, although so far as concerns National Exhibitions, we must bear in mind that the initial movement is due to the French, who first undertook to offer prizes at public exhibitions for distinctive excellence. Prince Albert spoke words by which the people of all nations may profit when, at the opening of this first well-defined World's Fair, he said it was the duty of every educated person closely to watch and study the time in which he lives, and, so far as in him lies, to add his humble mite of individual exertion to further the accomplishment of what he believes providence to have ordained. Nobody who has paid any attention to the particular features of our present era will doubt for a moment that we are living at a period of most wonderful transition, which tends rapidly to accomplish that great end, the realization of the unity of mankind. While formerly discovery was wrapt in secrecy, it results from the publicity of the present day, that no sooner is a discovery or invention made than it is already improved upon and surpassed by competing efforts. The products of all quarters of the globe, particularly as will be shown in Chicago, 1893, are contrasted to the stimulus of competition and capital. The exhibition of 1851 gave, as never was given before, a living picture of the development at which mankind had arrived, and a new starting point from which, to an extent, all nations directed their future exertions. That this first great exhibition was worthy of being taken as an outline guide for all nations there can be no doubt, since it was the outgrowth first of small exhibitions given in various of the older and wiser countries of Europe, and was made up of contributions from nearly every people on the globe. While it lacked a thousand interesting and valuable features which the world will see in 1893, yet it had the most, perhaps, of those which existed in 1851. As the Crystal Palace Exhibition began an era in which the sons of toil were to receive honor and reward, the World's Fair, Chicago, will crown that era. Of the World's Fair in London, 1851, as a passing display of state pomp and power, too much cannot be said, for even oriental gorgeousness fades in comparison with the glories of the then unequaled temple which enshrined the exhibition of all nations at Hyde Park. As that far famed Fair surpassed all others that had preceeded it, so will the Fair at Chicago in 1893 surpass it, and even in a hundred fold greater degree. As England, as the world rejoiced and was proud over the event of 1851, so will America, so will the world rejoice and have occasion to feel proud over the event of 1893. All nations united in bringing the best, the most skilled of all their handiwork to London at that brilliant event; and all nations have proclaimed that they will do the same for Chicago. The amounts of money which various nations donated towards making the London World's Fair in 1851 a success were liberal amounts, but will not compare for a moment or in the smallest sense with the lavish appropriations made and being expended on the present occasion in Chicago. Not that the world esteemes Chicago more, but because the world has grown richer, broader in its spirit of enterprise, grander in its ideals and wider in the development of its best powers, its most exalted ambitions.

It has been well said that Industrial Expositions are the mile stones of progress, the measure of the dimensions of the productive activity of the human race. They cultivate taste, they bring nations closer to one another, and thus promote civilization, awaken new wants and lead to an increased demand, increased ways of supplying demands. The rival of yesterday taught, not infrequently to destroy, while the rivalry of to-day is in methods to create. London had been great for centuries when the World's Fair of 1851 threw open its gates. Chicago has been the wonder of the world for scarce a single score of years when she opens her gates and bids the world see the most stupendous exhibition which sun or moon or stars ever looked down upon. Where six millions of people visited the display made in 1851, not less than fifty millions are assured for that of 1893. Where seventeen thousand people gifted of genius brought wondrous works to the Fair of 1851, a hundred thousand will contribute their most marvelous creations to the extent of 1893.

DUBLIN 1853.

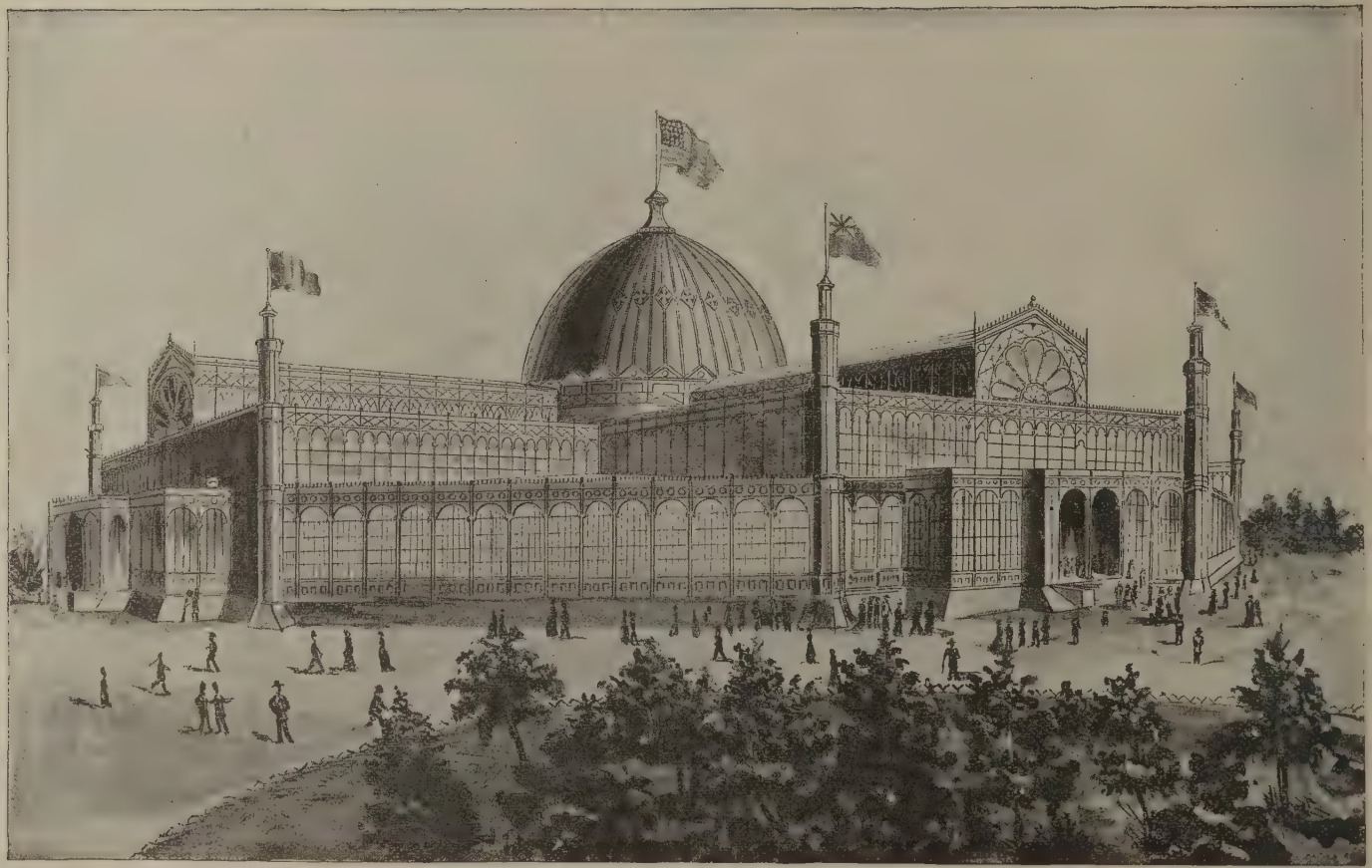
DUBLIN, 1853.

ROMPTED, doubtless, by the success that attended London's inauguration of the International Exhibition idea in 1851, two years later, 1853, a private citizen of Dublin undertook to give the second World's Fair. It seems this man possessed a most extraordinary amount of public spirited generosity, or it might have been daring as a private speculator with which he was gifted. Possibly he possessed a reasonable amount of the former and much of the latter. Certain it is, however, that nothing of the unfortunate which may have attended the result can in any sense be taken as reflecting on the Irish people in particular, or the citizens of Ireland in general. It could scarcely be expected of Ireland, owing to her limited population as compared with the country across the channel, that an undertaking of this kind would receive the patronage assured by a greater area of populated territory. The history of the London Fair as well as of subsequent events clearly demonstrates that to be successful, a World's Fair, wherever held should have a population near at hand that can reasonably be depended on to afford a patronage at least equal to the expenditure. The private citizen who backed the Dublin World's Fair did so by advancing $400,000 for expenses.

Length of only 425 feet, width of but 100 feet, and height of 105 feet, giving a floor space of twelve acres, were accorded the structure in which the exhibit was held. It was a building upon which, with its annexes included, the sum of only $240,000 was expended. While it had little to especially distinguish it in architectural points, yet it was admirably well adapted to the enterprising uses for which it was designed. Notwithstanding the fact that the enterprise was to an extent considered in the light of a semi private undertaking, the people of Ireland — particularly the manufacturers and merchants, inventors, and the more extensive agriculturists — put forth great effort to make the Fair one of genuine merit, and as much as possible a representative display. In this their success proved admirable, and dispite the cramped facilities, gave an International Exhibition which attracted universal comment, complimentary in a high degree the world over. The exhibitors numbered 7,000, and included very many foreigners. The Fair was opened by the Lord-lieutenant of Ireland, as the representative of Her Majesty on May 12, 1853, and ran to October 29. The art display was made a grand one by the exhibition of a very remarkable collection of paintings, said to have been worth over a million of dollars. This display attracted especially marked attention in view of the fact that no paintings were shown at the London World's Fair in '51. The attendance was 1,150,000, and the total receipts $230,000.

As compared with several World's Fairs that have been held later, the Fair in Dublin, allowing for the disadvantage mentioned, compares well, proportionately. Particularly does it take a high rank in point of showing the commercial capabilities of the entertainers under adverse circumstances. And in this Ireland gained for herself an amount of attention throughout the business world which has resulted in fine returns all through the years that have followed. At no time had Ireland been counted out of the

race of nations for commercial recognition but at no time had she appeared in her true position, so well to the front, as when the entire world was attracted to her in 1853. There is no doubt as to what she will show at Chicago in 1893, and certainly there is no question as to the reception which will be accorded her. Hers will be no minor part in '93. She will ask no favors, but will surprise the world in the added extent of her legitimate claims for universal acknowledgement. The myriads of new friends which her hospitality made among the nations of the earth in '53, she will find to have multiplied, and prepared to give her a royal welcome at Chicago in '93. In view of the specially great interest that America has always taken in Ireland, it is keeping within bounds to say that all nations, not excepting America herself, will feel they have a right to expect a special degree of effort on the part of Irish sons and daughters in the matter of being prominently represented by the products of their skill. No occasion in the past has furnished so particularly advantageous an opportunity for maintaining place in the eyes of the world as will be furnished by this exhibition of 1893. It goes without saying that the people who fail to exert themselves to the utmost degree on this occasion, will have missed the crowning opportunity of a most vital time for giving mankind substantial proof that they are progressing and not retrograding. It is at these International Expositions that nations, that all races of people, are afforded the golden, the priceless opportunity of responding to the roll call of higher progress, the roll call of advancing civilization, the opportunity of attending a mighty examination of all nations by which they are either promoted to a higher class in the great school of nations, or are adjudged as laggards unworthy the patronage and support of other nations. They who would shirk this ordeal have long ago been accounted as undeserving of the least consideration when adversity shall hem them in. Not least among the reasons why Americans in particular have ever lent assistance to Irishmen is the one that Ireland has never failed to respond to the roll call of nations in affairs denoting progress, nor has shirked a single one of the many rigid examinations to which she has been invited upon the occasion of World's Fairs.



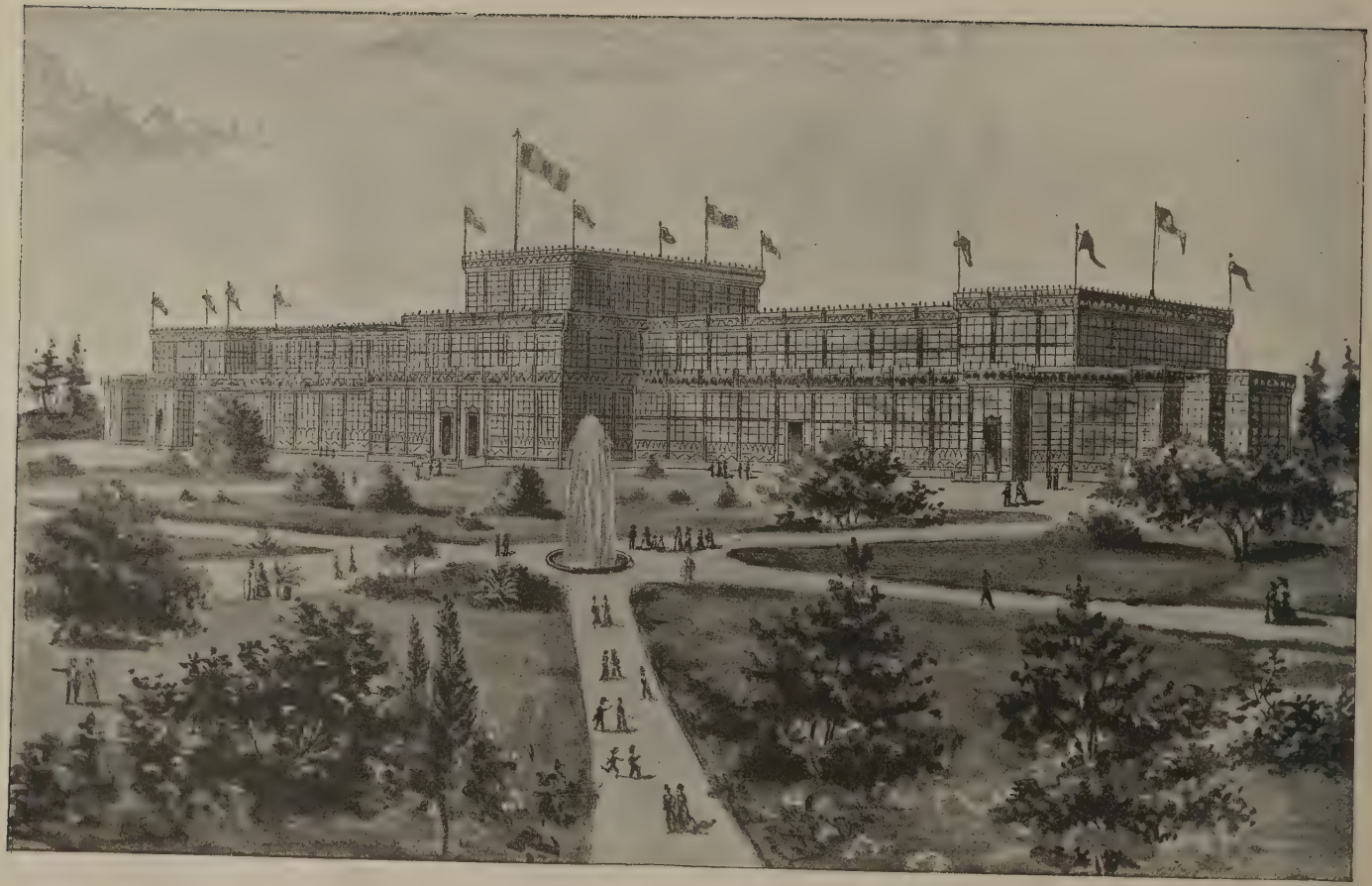
NEW YORK 1853.

NEW YORK, 1853.

HE GATES of the third World's Fair were thrown open in New York, July 14, 1853, two months later than those in Dublin. Its organization was somewhat hampered by certain local opinions which took the ground that the enterprise was "hostile to American industry." But thanks to the spirit of broad enterprise and far sightedness which then, as ever, controlled the very great majority of New Yorkers and Americans generally, the opposition was speedily smothered, and the world bidden to contribute its products and the result of its skill, in competition on American soil. Six hundred and forty thousand dollars represents the cost of the buildings, together with other expenses. An area of 170,000 square feet was covered by the main building, and 93,000 square feet by the annex. The former was two stories high. The first story was octagon shaped, and the second followed the form of a Greek cross. A dome rising 148 feet formed the center, while the corners followed the octagon shape; every front was enriched by two towers, each seventy feet in height, and crowned with stately flag-poles. The annex was two stories high, the ceilings of glass, and thus well adapted for the exhibition of paintings. The Moorish style of architecture prevailed, while the Byzantine school was followed in the decorations. There was much about the construction of the buildings to remind one of the Crystal Palace in London. The exhibitors numbered 4,100, and over half of them were from abroad. Exhibits were classified much the same as in London, 1851, being fine arts, manufactures, machinery and raw materials. This mode of classification met with general approval, since it greatly facilitated comprehensive observations. The Exhibition was opened July 14, although a large number of the exhibits were not yet in place at that time. Among those who were present were President Pierce, Caleb Cushing, attorney-general; Salmon P. Chase, Commodores Boorman and Stewart, General Winfield Scott, George E. Post, governor of New Jersey; Horatio Seymour, governor of New York; Howell Cobb, governor of Georgia; Lord and Lady Ellesmere and daughter, Archbishop Hughes, Colonel Almonto, Mexican minister; M. de Sartiges, French minister; Senior de Osma, Peruvian minister, and Mayor Westervelt. The number of admissions reached 1,250,000, and the receipts $340,000. Thus it will be seen that in at least two important financial respects the Dublin Fair surpassed the New York show, namely: Dublin had 2,900 more exhibitors, and 100,000 to her World's Fair than did New York. Where New York had $640,000 invested, she lost $300,000 to Dublin's $170,000, with $400,000 invested. But all this would probably be changed were New York to have another Fair. In many ways which had been surpassed upon no other similar occasion did the New York World's Fair stand out as a magnificent credit to the country which it represented. And this was due in a large measure to the boundless energy, enterprise and numerous other sterling qualities brought to bear by New York City herself. New York's great wealth — as is always the case — commanded and drew out the best there was of everything in the various lines representative of the world's work. The many of her citizens who had gained national reputation as leaders in

various ways, offered their services in aiding to make the great event a magnificent and thoroughly creditable one. Extensive work was done in foreign as home localities, and the best methods known at that time for promoting such an enterprise were displayed.

The year 1853 was a very long time ago when we come to consider the vast changes which the country has undergone since then. Especially does it seem a very long time ago when we look at the marvelous increase in population, and the marvelous inventions and discoveries which have been made. Viewing the matter in this light one may easily account for the vast difference between what the World's Fair was in 1853 and what it was in 1876. America had little to make her part of the 1853 Fair out of, while she had much to draw upon for the exhibit in '76. The forces that were destined to revolutionize American life, art, manufacturing and agricultural pursuits had not been brought to light at the time of the New York Fair. The rumblings of discord were abroad in the land; the country was on the eve of a great home struggle, although all this was not as yet plainly in view, or within the reach of ear. That it existed, however, as became known in all its most unfortunate form, was not then clearly discernable. But the fact that this state of affairs did exist, undoubtedly had much to do with the lack of unanimity in the matter of all the states putting their shoulders to the wheel and exercising their best efforts to make the New York Fair the grander success which it should have been. That the indifference which was manifested in many parts of the country did not originate in any fault of New York, is a fact on which public opinion before and since has been united upon. In view of the financial side posessed by so great an enterprise as a World's Fair, in view of its almost limitless possibilities favorable to the city and locality where it was held, it requires but little brains to see that no city or locality could be so blind as not to do all in its power toward making the event as great a success as lies within its capabilities of so doing. Indifference may and does characterize the attitude of a people upon many occasions, but seldom indeed when the occasion means a sure net profit, to their community as a whole, of several millions of dollars. Young as the country was in 1853, it contained no city so ignorant as not to know the immense moneyed value — over and above all expenses — of a World's Fair, no matter how great the discrepancy in the comparatively small matter of gate receipts. To say, then, that New York with all her foresighted and brilliant financial capabilities would ever allow one stone to go unturned in the way of making such an event a success, is simply a reflection upon the person making such a statement. If viewed in the light of loyalty to America and the advancement of America's interests before the nations of the earth, New York's previous record, her granite-like reputation for loyalty and fealty under every circumstance and on all occasions had stood unchallenged. If the New York World's Fair in 1853 does not appear to any of this day and generation to have been the success that they imagine it should, let all such persons examine into the matter a little closer, be perfectly fair in their judgement, and the only conclusion possible will be one awarding the highest credit and sincerest praise to the giant city by the sea. It will prove of interest that where the Fair was located on Sixth-avenue, between Forty-first and Forty-second streets, now known as Bryan Park, adjoining the Forty-second street reservoir, there are to be mammoth hanging gardens established, work on which will be commenced in the very near future.



MUNICH, 1854.

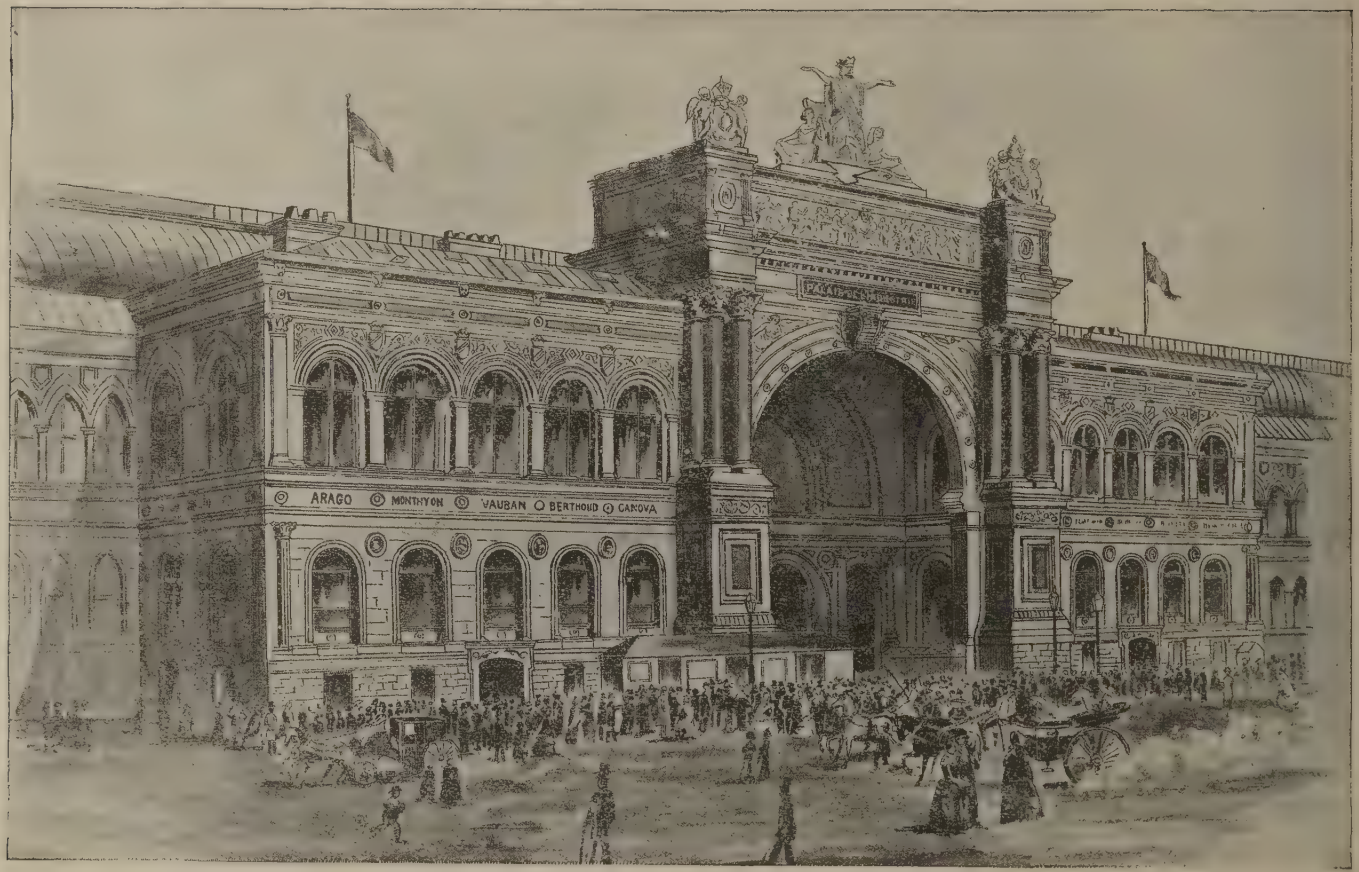
MUNICH, 1854.

HE EXHIBITION given in Munich in 1854, is classed among the International Expositions, although some writers who visited it say that the features were comparatively devoid of any international semblance, other nations taking only a passing notice of the event. This was due, we are told, to the attitude of the home management which acknowledged that it scarcely cared to attempt an Exhibition pronouncedly International in character. Owing, probably, to this reason, the records attainable give but meagre facts relative to the enterprise. To King Ludwig I., who vacated the throne of Bavaria in 1848, belongs the credit and honor of inaugurating this Exhibition. Intensely zealous for the prosperity and advancement of his people, this ruler lost few opportunities of adopting new methods by which other countries had been benefitted, particularly when there seemed to be excellent reasons for believing that his country was capable of following the example, no matter what the line might be. In the matter of exhibitions, King Ludwig had experience furnished particularly by the London World's Fair in 1851, and the New York and Dublin Fairs in 1853, as an index to the great benefits which it was possible to derive from the scheme; and, wisely enough, he acted upon that experience. Records show that he acted generously, too. The Exhibition was held in a Crystal Palace which he himself built and presented to the citizens of Munich. The contract for this structure was let on September 27, 1853, and on October 3, following, King Maximillian II., of Bavaria, issued a proclamation inviting all manufacturers and industrial workers of the Kingdom to participate in the Exhibition. The building was completed and ready for occupancy June 8, 1854, and on the 15th of the succeeding month, July, King Maximillian opened the Exposition with imposing ceremonies, in the presence of many distinguished personages and thousands of proud people. In the matter of dimensions, this Crystal Palace was 800 feet long, 260 feet wide, and eighty-seven feet high. The number of acres covered was twelve, while that covered by the World's Fair, Chicago, 1893, is 633 acres.

The exhibitors were principally from the German Empire, Austria and Bavaria. All the German Tariff Societies made a point of being represented, for at that time, as to-day, the matter of Tariff was one of all absorbing interest, nearly every thing of a public nature centering thereon. As has been intimated, the Munich Exhibition was, for the most part, a one-country event. It attracted, however, an encouraging amount of attention in some few other countries where trade made it policy for the merchants and manufacturers to be represented. This applied in an especial manner to the matter of exhibitors of whom there were 6,798. In point of visitors, things were more satisfactory. Many of the wealthier classes of several foreign countries were quite well represented. For several centuries back, a trip to Munich from whatever part of the globe has well repaid the visitor. Widespread knowledge of this fact undoubtedly must be largely credited with whatever of foreign attention this enterprise of King Ludwig the First, attracted. Situated on the left bank of the famous river Iser, and although in the midst of a barren plain 1,700 feet above

sea level, the interesting old city of Munich was indeed a novel place, to say the least, for an Exhibition of the pattern of a World's Fair. Its population in 1880 was 230,023, ninety per cent. of which was Roman Catholic. The name of the city is traced back to the 12th century, when Henry the Lyon raised the Villa Munichen from its previous obscurity by establishing there a mint, and making it the chief emporium for the salt which was obtained from Halle and neighboring districts. In the 13th century the Dukes of the Wittelsbach dynasty made it their residence, built the Ludwigsburg, some portions of whose original structure still exist, and surrounded the town with walls and other fortified defences. In 1327 the old town was nearly destroyed by fire, and and rebuilt by the Emperor Ludwig, of Bavaria. At the close of the last century these fortifiications were displaced, and the town enlarged. All of the finest buildings have been erected during the last half century. By the efforts of King Ludwig I., who spent nearly 7,000,000 thalers on improvements of the city Munich has been lavishly decorated with buildings of nearly every school of architecture, and enriched with a larger and more valuable collection of Art Treasures than any other city of Germany. A monument by Thorwaldsen to Eugene Beauharnais; the Theatre Kirche which was completed in 1767, and contains the ashes of the Royal Family; the round church, or Basilica of St. Boniface, with its dome resting on sixty-four monoliths of gray Tyrolean marble, and resplenent with gold, frescoes, and noble works of art; the cruciform-shaped Ludwig Kirche, embellished with the Cornelius fresco of the Last Judgement, together with the Court Chapel of All Saints, which is a perfect casket of art treasures. And then there is the largest theatre in all Germany, capable of holding 2,400 people — although the Auditorium theatre, Chicago, seats 3,750. The New Palace, including the Royal Residence, Treasury and Chapel. The Konigsban, designed by Kleuze after the Pitti Palace, and built at a cost of 1,250,000 thalers, containing J. Schnorr's famous frescoes of the Nibelungen, the Banqueting Hall, rich in sculpture by Schrvanthaler, and grand frescoes and other paintings. In the near-at-hand suburb of Maximilian are situated the old Pinekothek, or picture gallery, erected in 1836 by Kleuze, containing hundreds of thousands of engravings and drawings, a collection of Etruscan remains, etc.; the Glypothek, with its twelve art galleries of ancient sculpture and noble works of the great modern sculptors, such as Canova, Thorwaldsen, Schadam and others. The Siegesthor or Gate of Victory, designed after Constantine's Triumphal Arch in the Forum, and the Isarthor with its elaborate frescoes. There are many buildings intended either solely for the advancement of and depositories for works of art. The Public Library is enriched by the biblical treasures of numerous supposed monasteries, and contains some 800,000 volumes, of which 1,300 are ineunrbula, with 22,000 manuscripts. Here also is that famous university, comprising five faculties and a staff of over 130 professors and teachers, and more than 1,300 students; numerous medical schools, museums, cabinets, and a library of 200,000 volumes, are associated with this school. Here, also, are Royal Academies of the arts and sciences, botanical gardens lavishly adorned with historic, patriotic and other monuments. Far famed also is it as the seat of fine arts. It possesses iron, bronze and other foundries are within its borders, and lithographing and engraving are done extensively. Enormous breweries and manufacturies of gold and silverware, pianos, carriages, damask goods, etc. are operated there. Thus it will be seen that Munich furnished in itself what at that time was a World's Fair, wonderful and all absorbing in its attractiveness for visitors. The Exhibition was open a total of ninety-four days, during which time the number of admissions reached 608,850. The expenditures were $455,000, and receipts $202,210, Had not that terrible plague, the cholera broken out and ran so devastating a course during the Exhibition season, the event would in all probability realized the fondest hopes that had been entertained for it. As it was, the Exposition proved a high credit to its unassuming projectors.

The publishers are indebted for much of the above information pertaining to the Munich Fair to "Die Rundschau," an influential German paper published in Chicago by Louis Lange Jr. & Co.



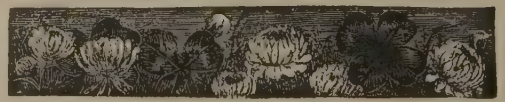
PARIS 1855.

PARIS, 1855.

ARIS, in 1855, gave the third World's Fair. Three buildings, the Palace of Industry, Palace of Fine Arts, and Machinery Hall, giving a total space of 1,866,000 square feet — 24½ acres of display room — were erected, giving elaborate quarters for the enterprise. This Universal Exposition had among many very attractive features one of especial interest which has been adopted by the managements of every World's Fair since then, namely, a Department of Fine Arts. Emperor Napoleon, aided by Prince Napoleon, the latter being President of the Exhibition, gave great impetus to the affair by offering decorations and medals. The French government had the sole management of the Exhibition although the capital of a company organized for the purpose was used in connection therewith. All liability was assumed by the government, and therefore in fine it was purely a government affair from the main point of view, although the company was assured a portion of the profits. The exhibitors numbered 23,954, of which 11,986 were of the French empire and 11,968 from foreigners. While the closeness of these two numbers is something not a little curious, still it demonstrates the great popularity with which the enterprise was received both at home and abroad. There were fifty-three foreign states and twenty-two foreign colonies represented outside of France, these being the three provinces of Algeria, and eight French colonies. The high compliment paid to France by Great Britain on this occasion stands out very prominently and, in view of the present situation in Europe, possesses added interest just now. No sooner had the Fair been booked than the British government appropriated $250,000 for an exhibit. Local committees were formed in the larger cities and more important towns, and the best specimens of each class of manufactures were obtained. As a result, the British section of the World's Fair surpassed in its completeness the showing made in manufactures and products by British subjects at the London World's Fair in 1851. This fact, in view of the widely recognized axiom that the chief and direct advantages of an exhibition are derived by the country which holds it, has, ever since the Paris World's Fair in 1855, had a most marked effect in increasing the liberality of patronage extended by foreign nations to all similar events. The exhibition was continued exactly 200 days, Sundays included, and the number of visitors reached 5,162,330. It is estimated that 160,000 of the visitors were foreigners, 40,000 of whom were said to be British subjects. Total receipts were $644,100; cost, nearly $5,000,000. While these figures indicate serious loss, yet it is believed that in this instance, as in all other International Exhibitions, there was a very large financial advantage to the city of Paris. If only half a million of the visitors averaged $20 each, which seems a reasonable estimate, we find the gross sum of $10,000,000 was doubtless left in Paris on this occasion. Of the 40,000 English people who visited this World's Fair, 2,768 were workmen sent out at government expense with a view to gaining new ideas, increasing methods of work, and thus doing practical good to the country itself. Among the distinguished visitors were the Queen, Prince Albert, the Prince of Wales and the Princess Royal.

That this Exhibition realized the high hope and ambition of the two Napoleons, Emperor and Prince, in the line particularly of greatly advancing France in the fine arts, there can be no doubt. The fine arts feature was grand to a degree which the people of that time never had seen surpassed, if indeed approached. Ever since they and the people whom they ruled had been acquainted the Napoleons had been especially devoted patrons of art. Opportunity, however had been wanting by which to give so signalled encouragement to efforts in this direction. True, public exhibitions had been held, but these scarely more than interested the locality -- towns and cities -- where they took place. The limitless scale of an Exhibition like that inaugurated by London, gave the French a new conception of means by which to carry out their ambition — to rule the world in matters of art. The organization of the Universal Exposition in Paris, 1855, proved the preparation for a development and showing, on new canvas and in new marble, of much of the inspiration which the wide world of art had begun to mourn as forever dead. Something was needed, and sorely so, to awaken the great effort necessary in order for genius to assert itself in an exalted manner. In Prince Napoleon -- from childhood a warm lover of painting and sculpture -- the French had as president, the man of all men, of all Frenchmen, best suited to marshal the incentives necessary in bringing about the awakening so much sought after. That he was equal to the opportunity the whole world had ample proof. Decorations and medals, particularly the former, so dear to the people of France, at that time — were offered in truly royal plentitude compared with all that had ever been known of before. The offering of these awards acted as a charm which proved itself amply powerful to thrill as never before the genius which as yet had never been more than partially awakened. In addition to decorations and medals, gold and silver, there were honorable mentions from the hand of Emperor and Prince which went to advance the recipients to the great extent of placing their names before the entire world. All of these rewards were so much ready capital with which the recipients were sure of being able to attain celebrity and in its turn, wealth.

For the spirit evinced in so marked a manner in the matter of art, France, and all art loving countries will ever have reason to be grateful to Emperor and Prince Napoleon. Their efforts in 1855 are plainly traceable in every Universal Exposition since held — plainly imprinted in the work of every celebrated art center the world over and are destined to live forever in the mosaic of the best work of the brush and chisel done by man.



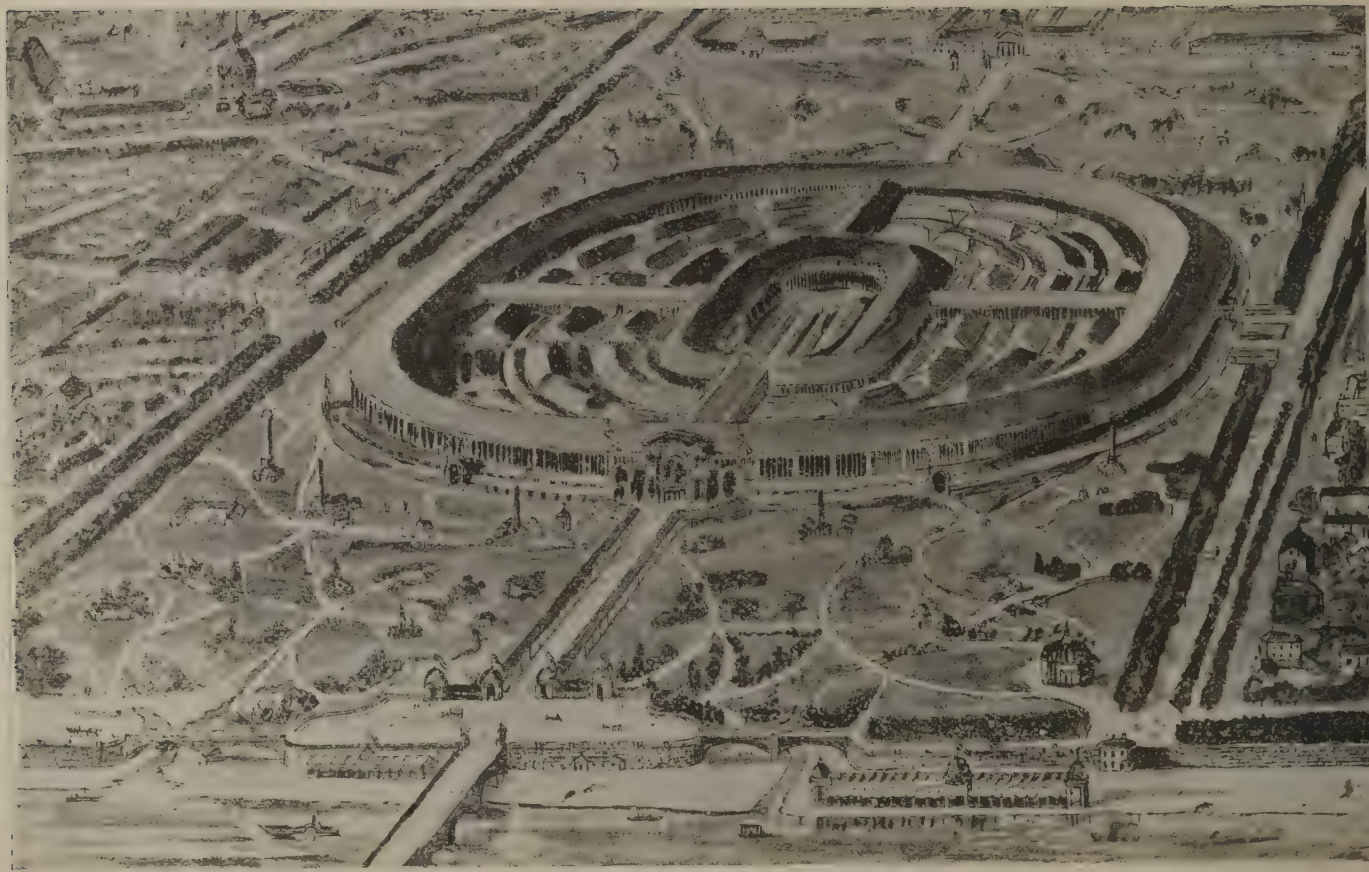
LONDON, 1862.

LONDON, 1862.

IX MILLIONS and a quarter of visitors saw another Universal Exhibition in London in 1862. A decennial Exposition in London, 1861, ten years after the first World's Fair, had been arranged for, but the death of Prince Albert caused a post-ponement to 1862. The buildings covered twenty-three and a half acres, to which there were three principal entrances on as many streets. The general apportionment of space was one-half the total to foreign nations, the other being retained by Great Britain. Exhibitors to the number of 28,653, including 2,305 artists whose works were displayed in the four classes of the fine arts department, occupied space. As it is plain to understand, the condition of affairs in our country at that time did not permit of much attention to exhibits. However, with the small number sent over for competition, Americans received fifty-six medals, and twenty nine diplomas. One million, six hundred thousand dollars represents the cost of the buildings, while that of the Fair entire, including all expenses, was $2,300,000, being nearly a million dollars more than the event of 1851. But we find that the receipts, $2,040,000 were nearly $500,000 less than in '51, when they were $2,530,000. There was a daily average attendance of 36,328, and the most on any one day, was 67,891. A departure from the rule of 1851 was allowing the sale of wines and malt liquors. The Duke of Cambridge opened the Fair on May 1, 1862, 30.000 people being present, and a choir of 2,000 voices and an orchestra of 400 musicians assisting in the ceremonies. It closed November 15, after a run of 121 days.

The presence of war clouds in various skies undoubtedly accounts for the fact that the attendance was but 172,000 more than in 1851, and that financially the affair was less of a success than the first. In point of merit, however, the World's Fair of 1862 was superior in several notable features as well as many details. The number of countries represented by the exhibitors was much larger. And in this connection it is interesting to note the amount of floor space occupied by some of the foreign countries. France and the colonies headed the list with 54,481 square feet, then came Germany covering 38,691, Austria with 15,494, Belgium 12,473; Italy, 7,905; United States, 3,242; and others with demands still more modest. Many of the countries occupied what was then considered immense areas of wall space in addition to floor room, particularly France, Germany, Austria, Italy and Belgium. Among the special conveniences furnished on the ground was a post-office, which, during the first three months handled 211,500 letters, also a money-order office and a bank. A police force of 400 men, four inspectors, forty sergeants and one general superintendent, was maintained on the grounds. The total number of awards was 13,423, or nearly one award for every two exhibitors. The very great degree of interest taken by the English government direct, has always been a powerful factor in the success of all national as well as international exhibitions that have taken place on English soil. Whenever the reputation of the country would probably be construed as being at stake, the government itself has taken the matter in its own strong and able hands, thus

affording to the world the absolute assurance that if success were possible, success would attend the undertaking. In other words, national reputation has never been risked in the hands of private speculators. Government power and government treasure have always been the mighty forces at front, back, all sides, of every enterprise with which the word "national" or even "international" have been connected. And it is in this fact that we find the secret of the unbounded success which has attended English effort in the exhibition line. On the occasion of giving the first World's Fair ever known — the Crystal Palace Exhibition in 1851 — when everything had to be learned, England proved itself an incomparable master in the arts of planning and management. That she did prove herself thus was due to the calling into service the result of the accumulated learning and skill of centuries in matters of a smaller yet similar nature. The force of the idea sought to be conveyed is best appreciated when we turn to the planning and management displayed by our own government in its government works. The English government has made of its World's Fairs government work. And as noticed, they have ranked side by side in point of superiority, with its other achievements where enterprise and proper management were concerned. The working on such a plan has served to avoid the uncertainty, shirking, slighting and bickering which have characterized certain Universal Exhibitions which might be cited. Where an event is worthy the attention and support of all the people living under a government, it is certainly deserving of government support, providing of course that the best interests of the people demand the giving of such support, and provided also that the ability so to do exists. And not alone has government control conduced to the preparation of a better exhibit than otherwise, but it has secured for the occasion a more ready enlistment of valuable attention on the part of other nations. England demonstrated the wisdom of this idea in '51, and reaffirmed it in '62. And may it not be asserted with truth that the other World's Fairs which have been conducted according to this same idea have been the most successful. But it can scarcely be said that the World's Fair, London, 1862, made so pronounced an impression from a standpoint of exhibits as did that of '51, or as have several of the Word's Fairs which have come later. There was more of the gala day quality about the exhibit in '51 than in '62. Novelty was general, but in perhaps a large proportion of instances it was novelty of the passing, the semi-superficial order, and not such as pointed out great degrees of practical value. Viewed as a whole, the Exhibition was certainly a most entertaining success, but not such as showed the nations of the world so much at their best as was the case in '51. The counter attraction, consisting of war in various portions of the globe, had much to do with the difference referred to. At this writing it seems evident that the World's Fair, Chicago, 1893, is to be signally favored in that the nations of the earth, freed from international strife of an important nature, will bend as never before in their history to the work of showing the world the most surpassing of all exhibits of their varied accomplishments. And the preparations which are everywhere apparent on the part of all nations of any importance whatever, give unmistakable evidence that the world is thoroughly aroused on this matter, and intends making of the occasion the crowning Exposition of all Expositions, the coming World's Fair of all World's Fairs. And not only this, but the World's Fair in Chicago, 1893, will, as all things now prove, be the most telling event in point of bearing upon the art and industrial features of the world which has ever transpired. Unfortunate indeed will be that people who fail to secure the most liberal benefits which the Exhibition affords.

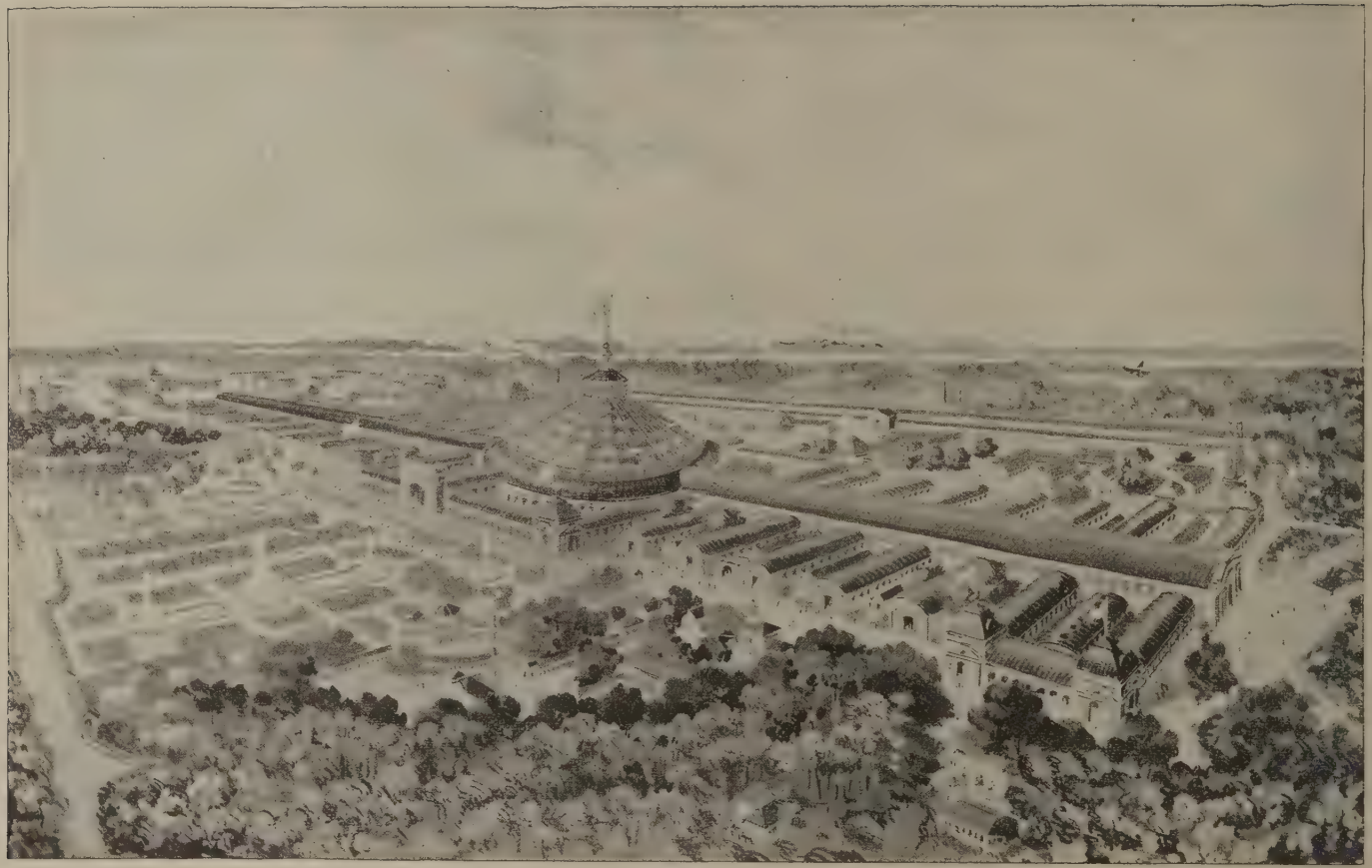


PARIS, 1867.

PARIS, 1867.

AN EMPEROR who could attract to Paris as his guests the Khedive of Egypt, the Czar of Russia with his two sons, the Prince of Wales, the Sultan of Turkey, the Kings of Denmark, Sweden, Portugal, and the King of Prussia together with Bismark, was worthy indeed to plan and produce the World's Fair of 1867, on a scale of splendor most becoming so brilliant a court as was that of France when the world become her guest in the eleysian-like Champs de Mars, at her famous capital. The introduction of a new system of classifying exhibits governed in making plans for the main building. Prince Napoleon selected the form of the structure which was oval thus allowing of an easy and advantagous dispostion of exhibits according to classes and countries. By this arrangement the visitor who desired to study but one product could follow it successively through all the nations that produced it. If he wanted information regarding only a single nation the visitor had only to examine that section. The dimensions of this oval building were: Length, 1,550 feet; with, 1,250 feet, it covered eleven acres of ground. Smaller buildings adjoining the oval enlarged the space to thirty-five acres. The Island of Billancourt, containing fifty-two acres was annexed and utalized for tests of agricultural implements. Three hundred and seventy thousand cubic meters of soil had to be removed in the construction of this main building in order to provide for foundations, water pipes, drains and air passages. Stone was used in the construction of the two inner galleries of this oval building, and iron in the other seven galleries. The remainder of the grounds comprising the Champs de Mars, some seventy acres in all, was used for fountains and gardens together with buildings erected by different nations. Among these were Egyptian temples, Russian slabodas, Tunissian kiosks. Turkish mosques, Swiss charlets, etc. April 1, was opening day and November 3, the closing of the exhibition. A total of 50,226 exhibitors brought their works to this World's Fair. Of this number 536 represented the United States and brought home with them five "grand" prizes, eighteen gold medals, one "artist's" medal, seventy-six silver medals, ninty-three honorable mentions, and ninty-eight bronze medals, making a total of 291 awards to Americans. The number of visitors to the Paris World's Fair 1867 was 10,200,000; the receipts, $2,-103,675, and the expenses $4,000,000. According to the United States Commissioner General, the high position conceeded by the judges to American industrial products was not due in general to graceful design, fertile combinations of pleasing colors, elegant forms, elaborate finish etc., but it was owing to our skill, direct and admirable adaptation to the great wants to be supplied and to the originality and fertility of invention which converts the elements and natural forces to the commonest uses, multiplying results and diminishing toil. And what was said of us then, may be said again to-day, twenty years later. For, after all, it is the "originality and fertility of inventions" that America has startled the world with, more than has any other nation or set of people known to history And that this which has been so great a "card" for us in the past will be only the more emphasized at the Chicago exhibi-

tions in 1893, will be amply shown on this forthcoming occasion—yes and in a greater, a broader and more exalted manner than ever before. To the Paris Fair the British government sent large numbers of picked workingmen who after having carefully examined the various exhibits made lengthy reports to their home country. These reports were afterward widely circulated much to the advantage of the trades. In this way England reaped a large share of the benefits of the exhibition more particularly for her working classes, giving them the benefit of very much of all that was new in the way of methods at the Paris Fair. A matter of special importance connected with the World's Fair Paris 1867 was the formation of a set of opinions by foreign commisssoners touching on future national exhibitions. The first of these opinions says that as the usefulness of international exhibitions does not depend on their size, but on their selections and quality, so the tendency to increase the size of each succeeding exhibitions should be discouraged. Second, that it is desirable that future exhibitions should be held in rotation in various capitals. Then followed recommendations as to regulations, supplemented with the opinion that no objects should ever be allowed to be removed from a World's Fair for the purpose of sale, and that means be taken to prevent the fair becoming a bazar. The opinions closed with an expression to the effect, that no prizes of any kind should be awarded, but that reports on every class be made and signed by an international jury, which reports should be published during the exhibition. The greater portion of these opinions have been dissented to in a marked degree by World's Fair managers since 1867. It seems, in this connection, to be a very evident fact that when it comes to getting up a World's Fair the projectors like many people in private life prefer to do so in their own way. Independence in very many if not all things is a striking characterestics of the people of this century, whether they live under a republican or monarchical form of government. This together with the rapidity with which old methods are improved upon and new ones discovered, makes it little less than a joke for one set of World's Fair managers to assume to lay down rules for all coming exhibitions of a unversal character. But the foreign commissioners at Paris in '67 undoubtedly intended all right and in so much should be given credit. That they did succeed, however, in well and brilliantly maintaining and advancing the credit of their respective countries for magnificent displays that gained renown for their authors, is something not soon to be forgotten. Seven millions and a quarter of people do not give patronage to other than something which has exalted merit, and it was the verdict of such a number of people that spoke in terms of highest praise for the World's Fair Paris 1867. Those commissioners who laid down a code of opinions at that time would doubtless be astounded to witness Chicago's effort in the World's Fair line, 1893. For them to appreciate the extreme narrowness of some of the ideas which they advanced it would only be necessary that the get one little glance at the wonders, the exceeding magnitude, richness and completeness of the arrangements made in Jackson Park, Chicago, in order to thoroughly convince them how unnecessary was their advice in 1867. No, the thought and planning of yesterday will not do for today, nor that of today for tomorrow, when between the today and the tomorrow there intervenes a score of years. A. D. 1867 is not so very far back upon the calendar of time, but in the calendar of events it is many and many a lifetime removed from today. Wonderful indeed must be the thing which in our day attracts more than passing notice. How over full of promise then is the event of 1893 which has attracted intense attention in every quarter of the globe, and enlisted the heartiest support of kings, queens, and all rulers and legislative bodies of importance the world over. With no disparagement to the education of any reader it may be said that to comprehend what an exhibition such as this world wide interest and enthusiasm will produce, is impossible. Certain is it, however, that it will be one such as can be seen to advantage only by those visitors who spend many days viewing and examining into its myriad of wonderful features and striking details.



VIENNA, 1873.

VIENNA, 1873.

N 1873, Vienna had a World's Fair as the result of a proposition originating with the Board of Trade of that city and actively supported by the Austrian government. The Board of Trade which was a very wealthy institution raised a guarantee fund of 3,000,000 florins, $1,500,000, to which the goverenment added 6,000,000 florins as a non-interest bearing loan returnable from the receipts of the exhibition. A popular park known as the Prater was selected as the site. Half a million cubic meters of gravel, obtained by dredging the Danube, was used in improving the site. Two hundred and eighty acres of the park were fenced in and constituted the exhibition grounds proper. The main building was a central nave 2,953 feet long, eighty-three feet wide, seventy feet in height, and had transepts intercepting. Each of these transepts were 573 feet long, fifty-seven feet wide and 41 feet high, with a center dome 354 feet in diameter. This, at that time, was the largest dome in the world. Where the nave met the rotunda it was divided forming a circular aisle around it. Facades connected the two transepts at each end of the principal building forming gardens and courts that were enclosed. The grid-iron form of construction was adopted in this main building as it aided the examination of exhibits. Machinery hall, 2,625 feet long and 164 feet wide, contained nearly ten acres of floor space. Here was found a very extensive exhibit representing all the machinery known at that period. East of the main structure was the Art Building. This was 600 feet long and 100 feet wide, built of brick with stucco finish outside. A spacious corridor running through the center, and others through the sides and ends gave fine accommodations for displays of statuary. Studios and galleries, which were lighted from the roof, also divided the interior. Open pavilions constructed of wood connected with either end of Art hall and extended 400 feet with an oval return of 700 feet to the Triumphal Arch. This arch completed the eastern end of this group of main buildings Three large frame structures covering about six acres housed the department of agriculture.

The official buildings cost about $7,800,000 which with other expenses brought up the cost of the entire fair to $8,000,000, in round numbers. The total number of exhibitors was placed at 70,000. Four hundred and forty-two of the awards made were secured by the 654 exhibitors from the United States. The attendance at this exhibition was 7,254,687, and the receipts $1,030,000. Financially the fair was a gigantic failure, principally by reason of the wanton extortion practiced by hotel and lodging house keepers who advanced their prices at least 100 per cent. a proceeding which was promptly exposed by the press of the world at large and resulted in hundreds of thousands of people withholding their patronage from the fair.

Foreign criticism of American work at this Fair was, as may be guessed from the number of awards which our exhibits received, was in fact more favorable than appears at first glance. In reading the criticisms, observed an American official, it should be remembered that the foreign writers, born and bred in distant countries, under influences with which the citizen of the United States is unfamiliar, and from which he is fortunately free, accustomed to habits of thought and familiar with methods which are equally strange to those whose works he criticises, viewing the subject of his criticism from an entirely different stand point, and through a

medium of very different hue, must necessarily be placed at some disadvantage. He cannot be expected to see the real value of American methods or of American productions taken apart from the peculiar circumstances which have brought them into existence. It was evident that there existed among the influential classes of Europe, as well as among those less favored, a feeling of decidedly friendly prejudice in favor of American goods which even the radical differences of circumstances and training alluded to had not seriously repressed. The great interest connected with the Vienna fair and all similar exhibitions is the opportunity afforded to compare the work of one country with that of another. To facilitate and encourage foreign exhibitors, the exhibiting nation can do much, and the foreign nations also. The very freedom and ease of sending exhibits to Vienna resulted in countless exhibits going from America which otherwise would not have gone. And in this particular has exceptionally successful work on a large scale been accomplished for the World's Fair Chicago 1893. In point of variety of display the Vienna exhibition was something never to be forgotten. Probably at no previous time had a World's Fair display proven more entertaining than the one held in Vienna. There was considerable quackery about it, but that may perhaps be said of nearly every exhibition of such magnitude. There are always certain classes who will misuse privileges, and it is almost an utter impossibility to effectually guard against them. Vienna made it possible to suffer from this cause more than was necessary and which could have been avoided by less carelessness in several rules connected with the admission of exhibits. These weak points as well as many others which have cropped out in connection with other universal exhibitions are being most carefully guarded against by the management of the Chicago exhibition. A thorough knowledge of all the principal unfortunate circumstances, as well as the many excellencies connected with this Fair of 1873 has equipped the management of the Chicago Fair in a manner such as will result in a state of affairs which cannot fail in largely enhancing the pleasure of the event for all who attend. If the magnitude of the exhibition at Chicago in 1893 surpasses many times that of any similar affair ever held – as is most assuredly the case — the extent and thoroughness of all the preparations have been entirely commensurate in every detail. Nothing has been left to hamper or in any manner impede the way of all who come in getting the full and entire benefit of the great event. Young as America is the world has come to expect very much of her, has come to look to her for that which is the best and most useful in many matters wherein Science and Art are concerned. And it is not assuming too much to say that never has the world been disappointed in this. Never has the world had its attention directed westward and been met with that which did not repay the looking. America has much of honor and reputation at stake in the present event. It has attracted the attention of all nations. She has shown herself solicitous of again leading in another grand examination of nations as to progress in the Arts and Sciences. The world has signified its willingness to join her in the great event. Under such weighty circumstances can any sane person suppose for a moment that a country that has done this will permit the effort or undertaking to culminate in failure? No, the world does not believe it, not for so much as an instant. That which America undertakes cannot fail! No nation has ever undertaken greater or grander enterprises and been so signally successful in them all as has America. Call it national pride, indomitable will or limitless enterprise — call it what you will; the fact remains that American history thus far is a record of triumphs unmarred by so much as one national failure. And this is the record, this the reputation, which Americans, are seeing to and will undergo the exacting trial now at hand in a manner creditable to the highest degree. Although a child in age, among her sister nations, yet America steps boldly forth strong in the knowledge of her marvellously developed abilities, and bids the whole world witness that she excels all in power to furnish an exhibition whose greatness shall exceed the wildest dreams of those who hoped for what they deemed impossible.

PHILADELPHIA 1876.

PHILADELPHIA, 1876.

HE WORLD'S Fair of 1876 to be opened in Philadelphia, April 19, aroused Americans as no World's Fair had ever done before, not less in view of the fact that it was an International Exhibition than that it commemorated the declaration of their independence. A universal desire was shown on the part of all nations to co-operate liberally. The various governments made large appropriations of money and sent as commissioners men of exalted standing. They sent their most treasured works of art, and in every way possible evinced an earnest desire to forget the past and join themselves closely with the people of the United States henceforth. Congress backed the enterprise with a government loan of $1,500,000, the state of Pennsylvania appropriated a like amount, and the city of Philadelphia added another million, while all of the states subscribed liberally. The site for the exposition, Fairmount Park, was selected in 1873, and the city of Philadephia gave it free of charge. Philadelphia added still further to the ultimate success of the enterprise by building two great bridges over the Schuylkill river costing more than $2,500,000. The city also made numberless other minor improvements in the Park. This site, some three miles from the city, included 450 acres, 236 of which were fenced. It was in the inclosure thus made that the buildings of the exposition were erected. The exposition buildings were as follows: Main structure covering 870,164 square feet; Machinery Hall, 504,720 square feet; Art Building, 76,650 square feet of floor space, and 88,869 square feet wall space; Horticultural Hall, 350 feet long, 160 broad and 65 high; Agricultural Building, 117,760 square feet; Women's Department Building, 208 feet long and 208 broad. Special interest was added to the exhibition by the government appointing a special commission and giving $730,000 to show the workings of the different departments of the government at that time. There were 30,864 exhibitors. Of this number the United States led with 8,175, Spain and her colonies came next with 3,822, Great Britain and her colonies third with 3,584 and Portugal fourth with 2,462. In addition to the countries named, twenty-eight others were represented among the exhibitors. In the matter of awards a method was adopted which differed from any ever before worked upon. The International jury was dispensed with and in its place there was substituted a body of judges half of whom were foreign. This dispensed with graduated awards, the judges being required to render written reports both on the inherent and comparative merits of everything upon which they were required to pass. Awards to the number of 13,104 were made. Of this number 7,740 went to foreigners and 5,364 to Americans. The arrangements for admission to the Philadelphia Fair were particularly good if not better than had been seen on any similar occasion in the past. There were 106 entrance gates, forty-one places of exit and seventeen wagon gates. May 10, 1876, saw the opening of the exhibition. Between that day and Nov. 10, a total of 9,910,966 people passed through the gates into the exhibition. There were 8,004,274 of this number paid entrance fees which footed up $3,813,724.49. There were 1,815,617 entrances of those having connection with the Fair, and 91,075 complimentary

admissions. Thus the daily average of free and paid was 62,333. The smallest number admitted on any one day was 12,720, and the largest 274,919. As the largest number passing through a single gate in a single hour, it was 1,785 or thirty persons a minute. Only $1,001 of counterfeit money was found in total receipts of $3,813,724.49. The Fair ran 159 days at a total expense of $8,500,000.

The following references form an effectual answer to the theory entertained in some parts of the east that Great Britain would permit any influence to interfere with her co-operating with this country in presenting the progress of the world in all branches of art and industry in 1876. The Duke of Richmond in his report on the Philadelphia World's Fair, says: "It affords me peculiar satisfaction to know that the action of your Majesty's government, and that of the Indian and Colonial governments, and the efforts of our exhibitors have been most successful in cementing the bonds of union between the two nations." Sir Edward Thornton, British minister, in a letter from the foreign office, speaks strongly as to the good feeling between the two countries, resulting from the part taken by Great Britain at this exhibition. Lord Dufferin, the Governor General of Canada, visited Philadelphia and on his return to Ottawa used these words: "I never enter the United States without being made to feel with what kindly feelings we are regarded by that great people whose own extra-ordinary development is one of the marvels of the age." In May, 1875 Sir Herbert Sanford and the rest of the royal commission arrived in Philadelphia and established Great Britain headquarters. In this connection it will be remembered that a collection of paintings alone, sent from England, was valued at $1,000,000. It is interesting to note what the railroad facilities — then confined to only two roads – did during the Philadelphia Fair. The greatest one day's work of both roads was 244,147. The total estimated capacity of all methods hourly, was as follows: railroad, 6,250; street cars, 12,180; steamboat 2,500; carriages, 1,000; total hourly capacity, 21,930. In striking contrast to the living accommodations provided by several cities that have tried to entertain World's Fair visitors stands the record made by Philadelphia which by the press of the entire world was conceded to be the most thoroughly satisfactory ever afforded within the history of any such event. The same was widely emphasized regarding the real merit of the exhibits themselves both home and foreign, while in the matter of music and special displays, the Philadelphia exhibition more than surpassed those of any World's Fair ever given, and furnished ideas which have since been adopted and put into operation in many quarters of the globe. The fact that a large proportion of the foreign visitors did much traveling in the United States, aside from that necessary to see the exhibition was perhaps most clearly shown by the great number of investments, little and big, that were made in property and manufacturies immediately after the close of the Fair. No one of reputation has ever attempted to make an estimate of the financial benefits that accrued to America as a result of the Centennial. It can scarcely be doubted however that the result far exceeded any which had attended the giving of previous World's Fairs by other cities, since Americans are universally accounted as the most liberal of perhaps all people upon any such occasion. Leaving the financial side of the question entirely alone the benefits which America in particular and foreign nations in general reaped in the way of forming new friendships and cementing old ones, this benefit was, after all, the highest, grandest and most valuable. By this Exhibition America came to be known as never before in her history. She was powerful before the gates of that World's Fair opened, she was more powerful when they had closed. And so it will be said only to a vastly increased extent, when the gates of the World's Fair in 1893 shall have closed.

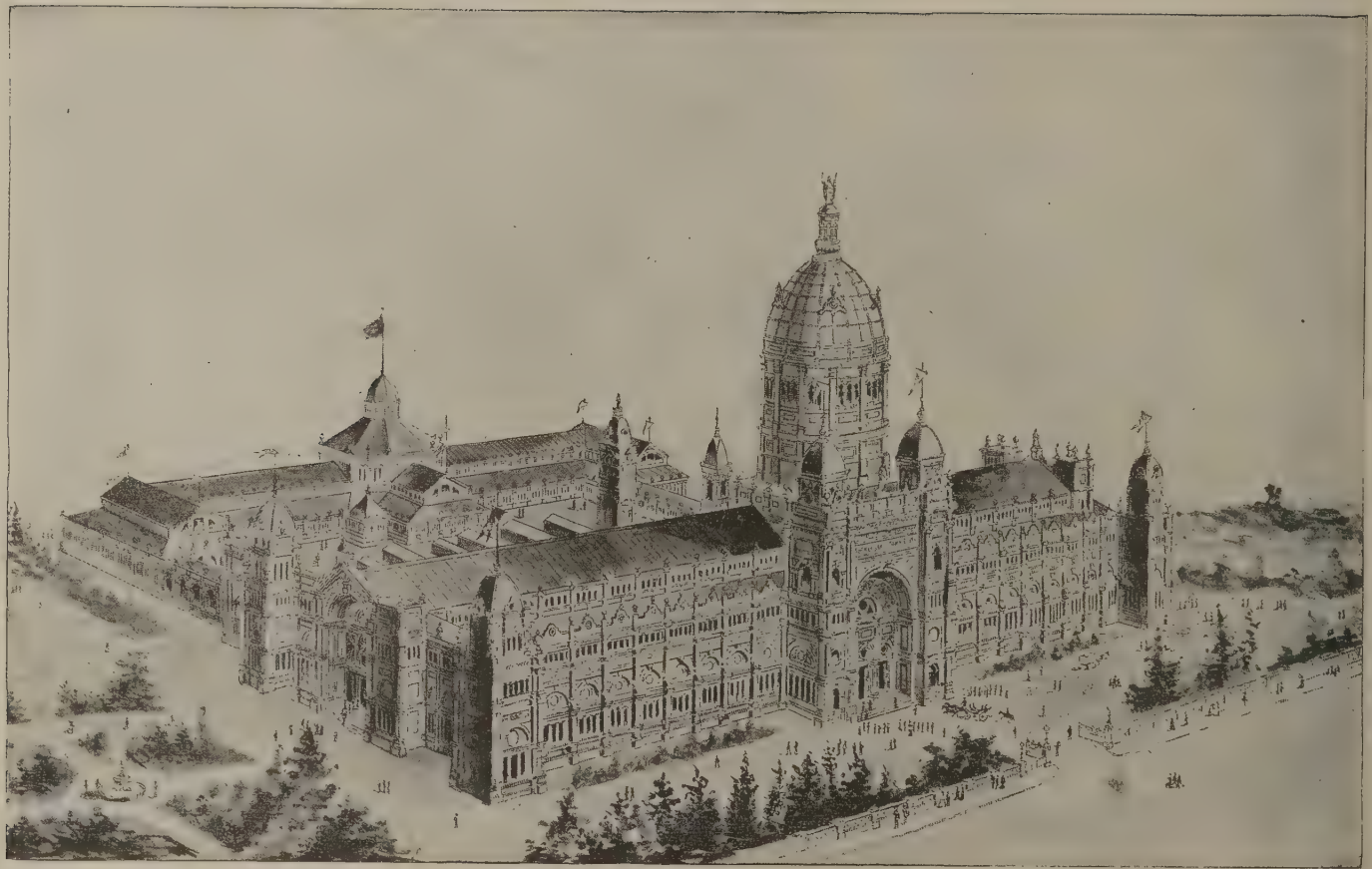
U. S. BUILDING, PARIS, 1878.

PARIS, 1878.

AY FIRST 1878, saw the opening of the 'Exhibition of the works of Art and Industry of All Nations," as the World's Fair held in Paris during that year was designated. Additional significance attached to it from the fact that it was the first universal exposition — with the exception of that at New York in 1853 — ever held in a Republic. While there was not the pomp seen in 1867, under the Napoleons, the most satisfactory ends were achieved, and all in an admirable manner. Frenchmen rarely are found attempting anything which they are not sure of being able to do well and 1878 witnessed new proofs of the fact. The site selected was the Champs de Mars which had been the scene of the triumph in 1867. It comprised a total of 100 acres divided by the Seine. Fifty-four acres were covered by the main building alone. Nearly half of the entire 100 acres was occupied with French exhibits while those of other countries occupied the remainder. Whatever of doubt may have been entertained as to the attitude which Great Britain would assume toward the exposition by reason of the National "change of heart" that France had experienced, certain it was that Great Britain proved herself a larger exhibitor and patron of this 1878 Fair than any other nation outside of France herself. The United States was represented by 1,229 exhibitors, and as usual the number of awards secured by Americans was very large being 833 for exhibitors and eighteen by co-operation, being equal to almost two thirds the number of exhibitors. The exhibition remained open for 194 days, and the admissions numbered 16,032,725. Thus the average daily attendance was 82,650. The paid entries were 12,621,908, and the complimentaries and admissions on account of services rendered to the enterprise ran up to the enormous number of 3,950,000. A total of 12,653,746 francs, or $2,531,650 was received from visitors. Eight millions of dollars represent the cost of the undertaking. Fine Arts and machinery were largely and comprehensively represented. Among the features of this World's Fair in 1878 was a street 2,400 feet long known as the Avenue of Nations, and devoted to specimens of the home architecture of European countries and several localities in America, Asia and Africa. On the north bank of the Seine was a very elaborate structure called the Palace of the Trocadero, with towers 250 feet high having galleries on either side. Aside from these two features there were innumerable others which went to compose a lengthy list of magnificent side attractions worth seeing many times. The French people, in ways original with themselves, made themselves celebrated on this occasion in the matter of details. No detail seemed to have been considered so small as to allow of it being slighted in the least. And it was owing much to this fact that this Exhibition of the Works of Art and Industry proved inexhaustible in point of pleasurable resources. One of the most notable visitors to the Exhibition after returning home told his friends that a person must needs have spent six solid months at this great show in order to have secured an intelligent view of even so much as half of its attractions, so multitudinous and all absorbingly interesting were they.

The lack of ostentation and in its place a solidity and substantial meaning everywhere noticeable was a subject for great commendation by visitors on every hand. Higher standards and more superior execution characterized French exhibits as well as those of all countries. The mighty jostling of events, that had taken place since 1867, were in no instance visible as to the excellence of what was shown. France was not less brilliant, but less pompous; she was indeed brighter and broader in her views and possibilities. Her progress in science, art, education and industry, was shown as never before and appreciated in a new and firmer light. Even royalty returned from Paris in '78 admitting that it had encountered a most delightfully mysterious something, everywhere in the Champs de Mars, which proved a rare innovation. Then the world laughed and wondered whether royalty was really unable to recognize democracy when it met it.

It is not to be wondered at that the United States took special interest in this event; nor in the name of all that is good-natured can it be surprising that Merry Old England did the very gracious thing of increasing her usual amount of space. Indeed, for France to drop the robes of royalty and gown herself in the simple but somehow very facinating garb of republicanism was something which seemed to have a charm for all nations. The act itself had about it a piquancy which gained added charm when so dashingly done by la belle France. And whether she or they were republican or monarchical the nations all knew by experience that space at a Paris World's Fair had proven increasingly profitable to all concerned; and so, no doubt, this all 'round increasing of space was, after all, only an indication that the world was keeping an eye on the main chance, and not allowing sentiment to interfere with commercial salvation. The world knew that at a Paris World's Fair it could obtain rare hints which were obtainable in no other country on the globe; it knew that wonders in light and shade, as well as wondrous skill in certain artisan lines, could be found at a Parisian Universale, that were incomparable. And thus it was that the vast number of more than sixteen millions of people — nearly twice as many as ever had entered the gates of any previous exhibition — flocked to Paris in '78. True, fortune seemed to have a disagreeable habit of favoring the debit side of the ticket office balance sheet — in this instance to the harrowing tune of some five million and a half of dollars — but a little thing like that didn't seem to bother Paris. She had lost millions this way on every big show of the kind that she ever had given, and still gone right along giving more big shows than anybody. France is a girl that believes in staking five or eight million every few years on a World's Fair, against a "sure thing" in the shape of people coming to see it and spending forty or fifty million in her hotels, stores, picture galleries etc. And she comes out winner every time. Mam'selle France is bright. Better still, she is generous. She has taught her play to her chummy cousin Miss America. And now the latter winks a glorious eye to Mam'selle, gives her red white and blue frock a dashy flirt and whispers "See me do it!" And all the old nations looking on, slap their knee, and cry "Great joke! We all are with you, girls! And don't forget the date— Chicago, 1893." . . .



MELBOURNE 1880.

MELBOURNE, 1880.

WORLD'S Fair was held in Melbourne 1880 which in some respects compared favorably with any that had preceeded it in whatever country. The exhibitors numbered 12,792 and these brought more than 32,000 separate exhibits. The exhibition site was the Alton Gardens, which comprise a public park of about sixty three acres. The drawings as approved by Parliament provided for an expenditure of $357,000 while the total cost of all buildings was about $1,201,025. They consisted of a permanent nave 500 feet long and 100 feet wide, with galleries and large cellars. Two annexes were 138 feet long and 460 feet wide. Another of the structures was a hall 820 feet long and 490 feet wide. In addition to these there was a temporary annex for British machinery containing some 21,000 square feet, also annexes for the Austrian and German exhibits containing 20,000 feet of space. The interior appointments of all these buildings was on a scale of comfort, adaptability and elegance which reflected greatly to the high credit of the people whose enterprise and liberality they represented. The surroundings were on a par with the structures and won the most favorable of comment the world over. As is always the case upon the occasion of a World's Fair the city where the event takes places has the opportunity of its life time to win for itself most valuable attention, and in this Melbourne succeeded in a manner that must have proven most satisfactory to itself. Few if any capitals of the world have in some respects ever so fully satisfied expectation on such an occasion as did she, and in the rapidly lengthening list of World's Fair cities Melbourne may rest assured that she occupies a high place. The total attendance was 1,330,279 and the receipts $332,000. Awards to the number of 9,671 were made, of which the United States with her 366 exhibitors received 765 including 172 prizes of the first-class, besides thirty gold, and eighty-nine silver medals.

This event of 1880 demonstrated among other things that Melbourne knew how to entertain visitors without asking them to pay too dearly for it. And those people who have attended World's Fairs very much know that this feature is none too common on such occasions. It is the old idea that when you touch a man's pocketbook you touch his tenderest spot. People as a rule do not object to reasonable charges, and seldom does it occur that they hesitate to with hold their patronage where extortion is practiced. Such facts as these have been proven in an almost startling manner upon one or more World's Fair occasions. The greatest showman of the day—a man who has made millions at the business—says that the world likes to be humbugged. That is perhaps true as far as it goes, but the world doesn't like to know that it's being humbugged at the time, and it was in guarding this point that the great showman made his millions. The prominence with which humbugging has been practiced at some few World's Fairs has led the management of the Chicago enterprise to devote much study to its prevention in 1893, and the impregnable safeguards which have been devised to prevent it will prove as a whole one of the most gigantic surprises which the legion of

fakirs so accustomed to make World's Fair crowds their special prey have ever encountered. On the other hand a searching system of espionage of hotels, boarding houses and restaurants has been arranged by which the public will be guarded as never before in the matter of extortion. Indeed the city's equipment in the matter of living accommodations has been enlarged to an extent which, allowing for the most remarkable patronage that any Fair has ever received, seems to indicate that the visitors are for once in the history of universal exhibitions to enjoy the privilege of doing the dictating as to terms. Chicago is famous for nothing if not for the severity with which she punishes imposition, particularly in the line of overcharges in connection with the common expenses of every day living and the transaction of ordinary business. The fact that in this she has been extensivley copied by London, Paris, Berlin and other European capitals will give some idea of the perfectness of her systems in respect to these matters. No city can afford to let her reputation suffer especially on occasions such as those now under discussion. Every great city is largely dependent upon the world in general for her advancement, and therefore on the occasion of a World's Fair it becomes an absolute necessity that she see to it that her guests are protected in every instance where protection is possible. It is not so much a question of people getting in and out of a World's Fair city alive, but a matter of their going and coming away with the feeling that they have been dealt with fairly, and above all things that they have not been robbed where it was within the power of the authorities to prevent it. The boundless satisfaction that has attended the holding of the many national gatherings in Chicago argues well for satisfaction being afforded at a gathering of people from all over the world. Unlike the Melbourne Fair which had no additional attractions to offer, Chicago will afford a list so long, so varied and of such mert as will enable all to select with the utmost satisfaction. Never before in the history of the world will so many of its greatest, most celebrated entertainers be found gathered in one city as will be found in Chicago. This fact alone will bring here vast numbers of people who otherwise would perhaps never give the matter of coming a single thought. Where one dollar was spent by Melbourne in arranging entertainment for World's Fair visitors, a thousand are being spent by Chicago. Melbourne had some few features connected with its construction as a city which claimed a little more than passing attention. It may reasonably be doubted however whether one person out of every thousand who visited the city on the occasion of the World's Fair of 1880 gave the slightest though to making a sight of the city itself a feature of the trip. On the other hand who will say that Chicago's numberless wonders will not attract thousands, to whom its marvelous history, and an enumeration of its many wonders, read more like improbable fiction, than anything else. In Chicago those who have never before visited it will find marvels colossal in the daring of their magnitude, and intensely interesting and profoundly instructive to all who gaze upon them. Yes, aside from the World's Fair, the city of Chicago will in itself prove an attraction of vast concern for many thousands, and that it will more than equal expectation is a fact proven too frequently in the recent past to leave any doubt as to the future.

BIRD'S-EYE VIEW, PARIS, 1889.

PARIS, 1889.

GAIN in 1889, France put herself on record as the author of a World's Fair, and achieved such success as had never before been known in all the history of universal exhibitions. With her usual sagacity ample time was taken in which to carry the project through. The celebration comprehended the centenary of the French Revolution of 1779. The great enterprise was accomplished under a plan of co-operation of the State in connection with a guarantee society. Such an alliance had been proven advantageous in 1867. The first estimate in the matter of buildings and grounds was 32,664,518 francs, or about $6,500,000. The good return on the investment is shown when it is stated that at the end the actual cost was found to be $646,490 less than the original estimate. The total cost of the Fair is placed at $8,300,000. The Champs de Mars was again the site, and 173 acres were utilized for all purposes. The most extensive building on the ground was Machinery Palace, 1,378 feet long, 406 wide, and 166 high, covering eleven acres and costing $1,500,000. Palace of Arts cost $1,350,000; Palace of the French Section, $1,150,000. Five hundred thousand dollars were expended in parks and gardens. These parks included that interesting collection comprising a Turkish village, a street in Algiers, the Tunisian minaret, an Indian village, Caledonia houses, Dutch bakeries, English dairies etc. In the matter of attractions, however, there is not much doubt but that the Eiffel tower attracted the most attention and proved the greatest card possessed by the entire exhibition. And regarding this tower wonder will probably never cease, therefore for the benefit of those who may wish in this connection to preserve the principal facts relating thereto same are given: It was constructed wholly of iron pillars and girders, with four shafts having four columns each starting from the four corners and merging into one shaft, height of topmost platform, 800 feet, total weight 15,000,000 pounds; cost, $1,000,000; four elevators of American make, each carrying fifty people and two of French make carrying 100 each, accommodated visitors so far as reaching the first platform was concerned. The exhibitors numbered 55,000, being a greater number than had attended any previous World's Fair. Eighteen hundred of this number were from the United States. The number of awards made to Americans was 941, being fifty-two grand prizes, 189 gold medals, 273 silver medals, 220 bronze medals and 207 honorable mentions. The Fair was in progress 179 days during which time the admissions reached the unprecedented number of 28,149,353 people, and its receipts amounted to the almost phenonimal sum of $10,000,000 or nearly $2,000,000 over and above all expenses. A remarkably good and orderly lot of people, were those millions who attended this Fair, for the total number of arrests made during the entire time was only 198. During this World's Fair 1889, Paris was unusully healthy, the reports indicating a decrease in the mortality as compared with that of other years. The walking in and about the buildings absolutely necessary in order for one to see even the principal exhibits, was estimated at fifteen miles.

The magnitude and unqualified success of this exhibition, exceeding as it did all others that had been given up to that time, gives unusual interest to some of the facts connected with it. Among these is the fact that Americans took over and spent 350,000,000 francs in gold in Paris alone, as was shown by the banks of that city. Regarding the nationalities of the immense concourse of visitors the following figures will be read with interest: English, 380,000; Belgian's, 225,000; Germans. 160,000; North Americans, 90,000; Spaniards, 56,000; Swiss, 52,000; Italians, 38,000; South Americans, 25,000; Africans, principally Algerians, 12,000; Russians, 7,000; Greeks, Roumanians and Turks, 5,000; Oceanica, Java, etc., 3,000; Swedes and Norwegians, 2,500. The various railroads admitted an increase over the six months of the preceeding year of 1,878,747 and in receipts of over 66,000,000 francs. The cab company carried 29,097,112 persons against an average of only 12,000,000 at other times. The tramways, from May 6, to October 31, carried 6,342,670 with an occasional average of 10,000 an hour. The Belt Line carried an average of 30,000 a day and a total of not less than 16,215,825 while the small steamboats on the Seine, 13,527,125. The increased consumption of meat was 3,278,871 pounds, and of wine 3,162,227 gallons. Adding together the increase of the bank balances, of the receipts of railroads and of the revenue, a total gain of little less than 500,000,000 francs will appear; to this must be added the strictly private receipts. Allowing 1,500,000 of foreign visitors, spending an average of 500 francs or $100 each while in Paris, and 6,000,000 from the provinces of France spending say 100 francs or $20 each, gives a total of about $350,000,000. Thus the heavy outlays made by the French government and the city of Paris were returned tenfold. When one considers what these figures mean and then turns to a contemplation of the possibities of the World's Fair in Chicago 1893, the view is simply staggering in its magnitude—it is almost beyond the power of mortal mind to comprehend. To be able only to catch a single glimpse of the univeral exhibition of 1893 will suffice to furnish the grandest vision of human triumph in the realm of Art, Science and Industry that the world may ever look upon. None of the figures given are there but that will be surpassed many fold at Chicago. Where France in 1889 spent $8,000,000 America spends more than $32,000,000, and so on all though the list. All the great nations of the world, as well as the smaller ones have far exceeded all former bounds in their engagement of space and assurances regarding exhibits. No nation of any importance whatever has sent "regrets" in response to America's note of invitation, while on the contarary they have made haste not only to mail their formal acceptance, but to send their representatives to Chicago to care for their interests, long in advance of even the erection of the temples and palaces in which the exhibition will be given. Such facts as these must convert the most doubting mind and prove the truth of all that has been said. Great and grand indeed was the exhibition at Paris in 1889, but infinitely greater, infinitely grander must be that at Chicago in 1893 when several times more the amount of money will be spent, with all other preparations on a similarly increased scale. And Chicago will entertain all her visitors on this occasion comfortably and well. Her mighty resources have already became the wonder of the world. Rich and poor will all find just such accommodations as they desire. Here in Chicago the foreigner of what ever tongue will find his countrymen on every hand, at every turn. Nothing that could possibly minister to the comfort and pleasure of those who shall visit Chicago in 1893 has been forgotten.

THOS. W. PALMER,
President National Commission.

THOMAS W. PALMER.

HE PRESIDENT of the World's Columbian Commission, Hon. Thomas Wetherell Palmer, was born in Detroit, Mich., January 25, 1830, and is therefore now in the prime of life. His mother was a direct descendent of Roger Williams and was born in Rhode Island. Her father was a native of Mansfield, Mass. and served as a private at the battle of Bunker Hill. By President Jefferson he was appointed judge of the then territory of Michigan. Thomas Palmer, the father of the subject of our sketch, was born in the town of Ashford, Windham county, Connecticut, in 1789, and emigrated to the west, and in 1809 was carrying on a lucrative trading business in the town of Detroit, with the Indians on the frontier. Such were the antecedents—the very excellent stock—from which has been selected a high order of ability to preside over and direct the all important World's Fair Commission. The persistent, pushing enterprise which, coupled with many attainments of a high order, have made Ex-Senator Palmer's occupancy of the chair of president of that Commission so signaled a success are certainly to be in part accredited to the ancestry of which he has so good a right to feel proud. He was educated at St. Clair College and the University of Michigan, graduating at the latter instution. He early entered mercantile life in Wisconsin, and afterward in Detroit where he has since resided, continuing to secure to himself the universal good will and sincere esteem of his fellow citizens of both city and state. Gradually he became interested in state politics which resulted in his serving as a member of the Board of Estimates of his city, and also as a State Senator. He was elected United States Senator from Michigan in 1883 and served six years. His congressional career was fruitful of marked advantage to the great state which had honored him, and the more vital interests of the great west. In August of 1887, Senator Palmer was elected president of the water-ways convention held in Sault Sainte Marie, under the auspices of the Duluth Chamber of Commerce. He appeared prominently before the country again in 1889 when he was appointed as minister plenipotentary and envoy extraordinary to the court of Spain. It was from this fact that he was brought so closely to the attention of the World's Columbian Commission as the one to be chief executive in the four-hundredth anniversary of the discovery of America by one encouraged by Spanish enterprise, Columbus. A better selection seemingly could not have been made for the Presidency of the great event now at hand. Here is a brief extract from the eloquent address of President Palmer at the banquet given to the Columbian Commissioners by the States Association: "In other times there were convocations where the spirit of rivalry and comparison appeared but in them few were invited to participate and only a limited number of spectators could afford to attend. In those tournaments muscle was of more importance than mind. Those exhibitions taught how to de troy, and not how to create. The rivalry now is in methods to create and not to destroy, and the Knights who participate are those of the active brain and cunning hand whose spectators and judges are the better behaved and better educated citizens of today. Where art should paint the allegory of peace and chisel the statue of fraternity, where music should play a dirge to dead hates and an epithalamium on the marriage of the nation."

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HOSE QUALITIES that win success of the highest order in commercial circles are possessed to an unusual extent by Mr. Wm. T. Baker, President of the World's Columbian Exposition directory. When so important and exacting a position as that of head of this board of directors presents itself, there are always many suggestions from many quarters. Often does it occur that hundreds of names are presented as representing men who have achieved success in other similar places of trust. But just as frequently does it occur that nine in every ten of the men suggested lack some one most vital requisite. Again, if there are many men suggested—as seldom fails to be the case—and if these many happened to be well adapted, by past business training, for the position, they are frequently found to be unfit by reason of present business entanglements of one sort or another to admit of full assurance that they will administer the duties of the place in an impartial manner. With the strong recommendation of being the president of that great and powerful body, the Chicago Board of Trade, together with life-long series of triumphs in the commercial world at large, Mr. Baker assumed the duties of the directory presidency with every warrant of making his selection a credit to those who had thus honored him, and to the enterprise in its entirety. He was born in West Winfield, N. Y., in 1841, and at the age of 14 began his commercial career in Groton, N. Y. In 1861 he made his way to Chicago, a young man of fine abilities, and after successive business connections, during which he developed excellent executive powers, he found himself at the head of one of the largest commission firms in the country. Mr. Baker is considered one of the most able financiers in Chicago. He was among the earliest promoters of the World's Columbian Exposition, and has been continuously identified with it ever since the very first. His promotion from being one of its directors to the president of the directory, gave general and entire satisfaction, as have his efforts in both capacities. Superior judgment, wide experience, executive ability and an almost limitless capacity for hard work, are among his principal characteristics, and explain the great success which attends his undertakings. The position which represents Mr. Baker's present connection with this World's Fair is anything but the easiest to fill acceptably, as is always the case where many bright, brainy men are to be governed or "kept in line." Fortunate is it indeed that he is so well equipped for the task—fortunate indeed that this office has been so signally favored ever since its creation.

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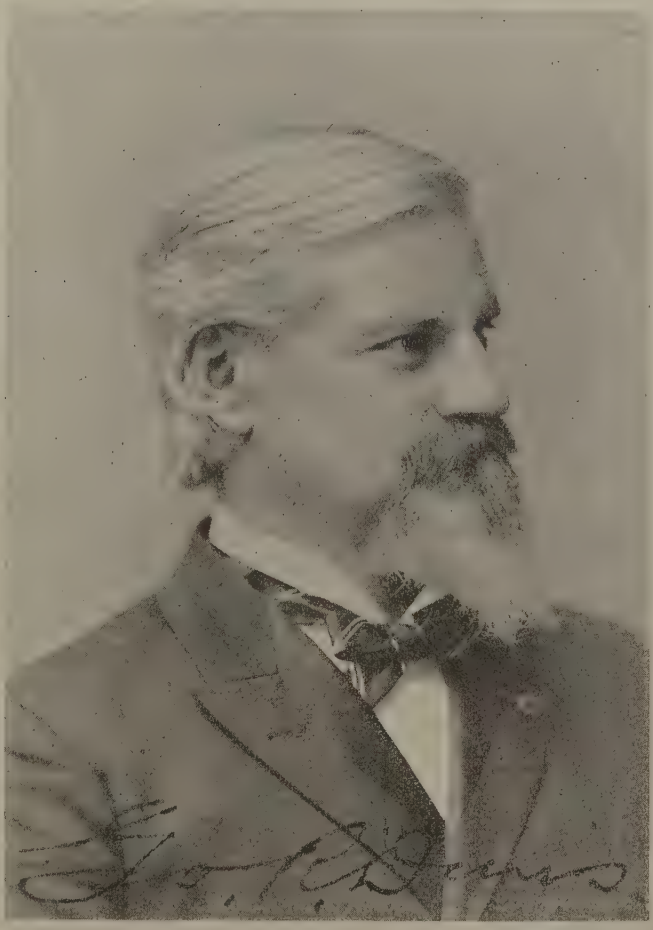

COL. GEO. R. DAVIS,
Director General.

GEO. R. DAVIS.

MR. GEORGE R. DAVIS, Director-General of the World's Columbian Exposition, was born in Palmer, Mass., January 3, 1840. He graduated from Williston Seminary in 1860 and was admitted to the bar. At the breaking out of the war he enlisted in the Union army, and was made a captain in the Eighth Massachusetts Volunteer Infantry. After serving until mustered out of service, he returned to Massachusetts and organized a battery of light artillery, which was subsequently mustered as a company of heavy artillery. This service not suiting him, he resigned and was commissioned a captain of cavalry in the Third Regiment, Rhode Island Volunteers. He was immediately promoted, and went to the front with the first battalion of said regiment as Major commanding, in 1863. Upon being mustered out at New Orleans, he was attached to the regular service under General P. H. Sheridan's command during the campaign of 1868-69, and came to Chicago with General Sheridan's command in 1869. Colonel Davis resigned in 1871, and made Chicago his permanent residence. Being appointed commander of the First Regiment, Illinois National Guard, he became senior colonel. Was elected to Congress in 1878, where he served three terms. In 1886 he was elected Treasurer of Cook County. He held this office until his appointment as Director-General of the Exhibition, being the unanimou choice of the Local Directory and the National Commission. The making of Colonel Davis Director-General was, in part, a recognition of the fact that he possessed a high order of executive ability. It was also a recognition of his magnificent effort toward securing the great event for Chicago. He directed the campaign in Washington from start to finish, and never for a day or an hour did he allow his efforts to relax. The unanimity of his choice showed that the honor was accorded him not alone because Chicago urged his selection, but by reason of his fitness being known nation wide. With the Fair secured, located, Director-General Davis displayed a degree of executive ability in swinging the various necessary forces into line and getting them down to hard, earnest work. The supervision of so great an undertaking as that which came within the province of the Director-General involved the acceptance of a load of care which would stagger a man of ordinary ability. The many weighty questions coming up before Director-General Davis for decision have brought to notice one trait not as yet mentioned, that of fairness. His decisions, involving as they have numerous interests of cities, states and countries, have attracted very much attention, particularly by reason of the fairness with which they were made. When there was one or a dozen "ways out," the one most equitable was invariably chosen by him. The merits or demerits of men or schemes have been looked into with unprejudiced eyes by Director-General Davis, and those which would prove the greatest real value to the World's Columbian Exposition have been the ones chosen. There can be little question but that Colonel Davis' position, as it is the most important, is also the most difficult to fill rightly that there is in connection with the entire work of the Exposition, and that he has achieved so great success, must be a source of sincere congratulation, national as well as local.

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OF THE

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Charles T. Yerkes,	444 N. Clark St.

BENJ. BUTTERWORTH,
Solicitor General.

BENJ. BUTTERWORTH.

HE HON. BENJAMIN BUTTERWOTH, Solicitor-General, was born in Warren County, Ohio, October 22, 1837, of Quaker parents. His ancestors, on his mother's side, came to Philadelphia with William Penn. During the early part of the century his father, William Butterworth, removed from Lynchburg, Va., to the Miami Valley in Ohio. The subject of our sketch worked on his father's farm during his youth, and his education was acquired in public schools, and in the State University of Ohio. This was supplemented by a course at the Cincinnati College of Law. Read law in the office of General Durbin Ward and William M. Ramsey, Esq. In 1861 he was admitted to the bar. During the second term of President Grant he was Assistant United States District Attorney, and became a member of the Ohio State Senate in 1873. By acclamation he was nominated to the Forty-sixth Congress from the First District of Ohio, in 1878, and was elected notwithstanding the fact that the district was strongly Democratic. Was re-elected in 1880. President Arthur, in 1883, appointed him Commissioner to inspect the Northern Pacific Railroad, and he was also appointed Commissioner of Patents by President Arthur. In the last capacity he had charge of the Government Exhibit for the Interior Department at the New Orleans Centennial. "The Growth of Industrial Art," a work illustrating the progress made in the various industrial arts, from their inception, was compiled by him. Congress paid Mr. Butterworth the high compliment of ordering several editions of the book for distribution. The year 1884 saw Mr. Butterworth elected to the Forty-ninth Congress. He was successively re-elected to the Fiftieth and Fifty-first. He was chosen Secretary of the World's Columbian Exhibition during the summer of 1890. A few months later, at the request of the Board of Directors, Mr. Butterworth became Solicitor-General of the Exhibition, in addition to his secretaryship. His services to the Exposition have been brilliant, particularly in championing its cause in the House of Representatives. His wide and thorough knowledge of men, as well as national affairs, proved, together with his keen and liberal judgment, a magnificent equipment. Yes, it has been largely owing to the fact that such men as Mr. Butterworth have been persuaded to lend their admirable talents to this enterprise that the arrangements for the Fair have progressed in the wonderfully successful manner that they have. And that these arrangements are now culminating in so admirable a manner, is sufficient and complete surety that the millions who shall visit the World's Columbian Exhibition will be satisfied—fully satisfied.

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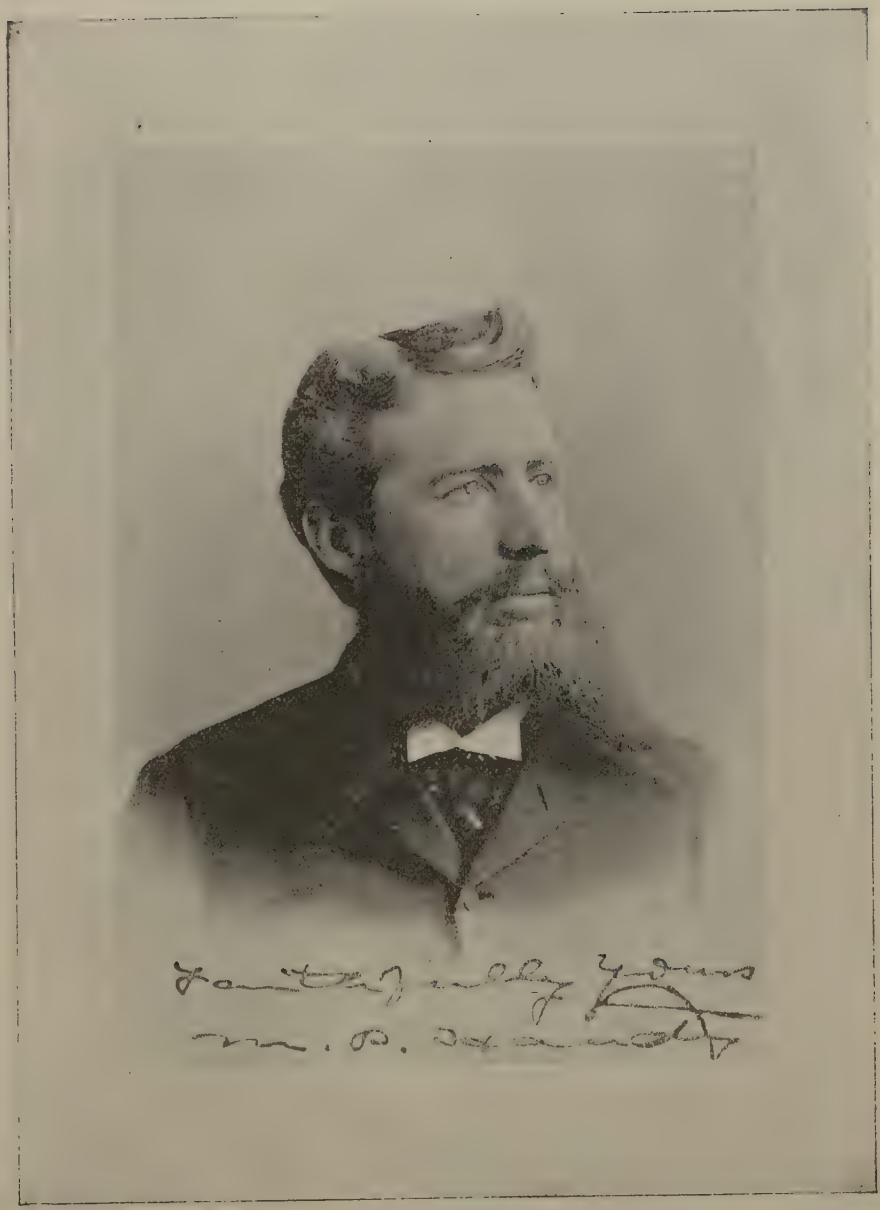
WISCONSIN.—Mrs. Flora B. Ginty, Chippewa Falls; Mrs. William P. Lynde, Milwaukee; (Alternates) Mrs. Sam S. Fifield, Ashland; Mrs. J. M. Smith, Mineral Point.
WYOMING.—Mrs. F. H. Harrison, Evanston; Mrs. Frances E. Hale, Cheyenne; (Alternates) Mrs. Elizabeth A. Stone, Evanston; Miss Gertrude M. Huntington, Saratoga.
ARIZONA.—Mrs. Thomas J. Butler, Prescott; Miss Laurette Lovell, Tucson; (Alternates) Mrs. George Hoxworth, Flagstaff; Mrs. H. J. Peto, Tombstone.
ALASKA.—Mrs. A. K. Delaney, Juneau; (Alternate) Miss Maxwell Stevenson, Juneau.
NEW MEXICO.—Mrs. Franc L. Albright, Albuquerque; Mrs. Edward L. Bartlett, Santa Fe; (Alternate) Mrs. Louise Dakin Campbell, Eddy.
OAKLAHOMA.—Mrs Marie P. H. Beeson, Reno City; Mrs. Lucy D. Miles, Kingfisher; (Alternates) Mrs. Julia Wallace, Oklahoma City; Mrs. Mary S. McNeal, Guthrie.
UTAH.—Mrs. Thomas A. Whalen, Ogden; Mrs. Margaret B. Salisbury, Salt Lake City; (Alternates) Mrs. Susie B. Emery, Park; City Miss Maggie Keogh, Salt Lake City.



M. P. HANDY,
Chief Dept. O. Publicity and Promotion.

MOSES P. HANDY.

A FAMOUS friend-maker is Major Moses P. Handy, Chief of the Department of Publicity and Promotion. With Major Handy the making of friends—warm, earnest, true friends—is a gift born in the man, and a gift after the manner of brilliant, inborn genius. An able journalist, a most sincere friend of newspaper men, one whose life has been a succession of liberal, kindly, practical deeds of friendship to his brother newspaper men. To this fact and to these traits is traceable the richly deserved honor of Chief of the Department of Publicity and Promotion, which Major Handy now enjoys. He was born in Missouri, in 1847, the son of a Presbyterian minister. He began his newspaper career in 1867 as a reporter on the Richmond Dispatch, later becoming an editorial writer on that paper. He volunteered to go to Cuba as correspondent for the New York Tribune at the time of the Virginius affair, and did such excellent work that Whitelaw Reid, the editor, engaged his services on the editorial staff. Upon returning to Richmond, and while editing the Enquirer, he was appointed alternate commissioner for Virginia to the Centennial Exposition, Philadelphia, in 1876. The commissioner having declined, Major Handy performed his duties and at the same time was one of the principal editorial writers on the Philadelphia Times. He made Philadelphia his permanent residence and was managing editor succesively of the Times and Press, and proprietor of the News. Until recently he was a newspaper correspondent in Washington. Major Handy served in the Confederate Army during the war, and is a man of large and efficient executive ability. Energy, alertness and persistency are prominent in his make-up and these excellent qualities have been brought into fullest exercise since he has assumed his present distinguished post of honor. His ready and commanding pen has, in itself, done a widely sweeping work in the best interests of the Exhibition as a whole, while his department has been from the first and continues to be the busiest at headquarters. A more satisfactory department to do business with is not connected with the Fair. Major Handy's experience in connection with the Centennial is brought into admirable use in his present duties, and proves the great wisdom of his being selected as Chief of the Department of Publicity and Promotion on this occasion. The Major has been President of the famous Clover Club of Philadelphia since its organization, ten years ago, and the many distinguished guests who have been recipients of the club's royal hospitality are unanimous in declaring that Major Handy has few equals in the art of postprandial oratory.

When his name was under consideration for the present position, the press of the country heartily endorsed his fitness for the place—and he was appointed. Yes, he is reaping a part of the golden harvest of benefit, in honor and in purse, which in long years ago he sowed with a lavish hand upon either side of his pathway, then rough indeed as is generally the pathway of a young newspaper writer. He has always been a wealthy man in point of warm, true friends, friends of the sort that had been won by the constant exercise of true, honorable friendliness upon every and all occasions. Greater praise than this cannot be rendered.

TRANSPORTATION.

MPLE arrangements have been made for the rapid and safe transportation of all persons to and from the World's Fair grounds to the business section of the city. These arrangements have been made in the expectation of the many millions of people from all quarters of the globe, who will attend the Columbian Exposition. That the transportation facilities will provide for the quick conveyance of all, is amply shown and proven by the enormous expenditure of money in providing facilities in this direction. Officials of the various lines of Railways centering in Chicago, as well as the officials of the Cable, Elevated Roads, Steamboats and Barge Lines, have been studying this question for the past six months, and the result of their labors has demonstrated the great possibilities of Chicago brain and enterprise. The plenteous provision of Railway facilities of Chicago, which has prevailed for years, has been extensively added to on all hands, with the result of producing a system of arrangements widely acknowledged to surpass any and all transportation facilities ever before provided between any two points on earth. Handling great crowds "some way or other" is one thing, but handling them so that the largest amount of satisfaction may result, is quite another. A monster entertainment of any nature, however great its excellence, fails of success if people cannot reach it satisfactorily. All this, we can truthfully say, has been carefully guarded against, as far as the inventive genius and capabilities of Chicago could provide. The officials of each system of conveyance has vied with each other in order to provide against any inconvenience to visitors who may attend the fair, and to say that they have succeeded, is indeed, giving them but faint praise for the great work, which they have accomplished in so short a period. Five separate and distinct means of transportation have been provided. It will thus be seen that the most fastidious person can be pleased and accomodated. Each system has been studied carefully, and arrangements made which will result in perfect order and rapid transit of all passengers. Chicago has certainly excited the envy and admiration of all civilized countries by her perfect system of Railways, how much more then will she excite the same envy and admiration, when they will become an eye witness of her gigantic facilities for the transportation of her guests, which her own brain and enterprise has provided, and that without any outside assistance. In transportation, as well as other things, Chicago has proven herself equal to the task imposed upon her by Congress, to properly handle with safety the enormous crowds who will throng her portals, to commemorate the 400th anniversary of the discovery of America by Christopher Columbus. The following estimate, which is based upon the calculation of the officials of the various lines of transportation, will give the best possible idea of the preparations already made for the transportation to and from the Fair.

Street and Cable Cars,	40,000
Railways,	36,000
Elevated Railway,	20,000
Water Crafts of all kinds,	15,000
Vehicles and Foot Passengers,	25,000
Total	136,000

MRS. POTTER PALMER,
President Board of Lady Managers.

MRS. POTTER PALMER.

T THE FIRST SESSION of the Board of Lady Managers of the World's Columbian Commission, November 20, 1890, that notably representative American woman, Mrs. John A. Logan, widow of that brilliant and lamented soldier, General Logan, placed in nomination for the presidency of that body Mrs. Potter Palmer, of Chicago. And Mrs. Logan's nominee became the unanimous choice of the Board. Mrs. Palmer was born in Louisville, in that charming old state of Kentucky. Mrs. Palmer inherited extraordinarily brilliant qualities of mind, loveliness of disposition and beauty which is famous. She was one of several daughters whose father insisted upon their acquiring a knowledge of housekeeping, particularly the management of servants, if for no other than the very important reason the development of executive ability such as, he used to say, every woman needs who may have a home, however flattering her circumstances. And it is owing to that wise insistance of Mr. Honore's that his daughter has been enabled to so inestimably advance the interests of one of the most notably important departments of the World's Columbian Exposition. Notwithstanding her great beauty, her rare powers of mind, the wisdom of her father decreed—and saw the decree enforced—that while yet a girl she should graduate in every branch of home-craft—and thus Bertha Honore grew into womanhood possessed of a wondrous executive ability which, with a finished education, would have resulted in her becoming distinguished as a famous woman even though fortune had not blessed her with a beautiful face and a multi-millionaire husband. The name of Mrs. General Logan is inseparably linked with this sketch, and happily is it so, for we have brought before us two of the most remarkable, most notable women of America. The subject of our sketch was married to Potter Palmer, a representative and wealthy citizen of Chicago, in 1871. She has traveled much and has a very wide acquaintance among the learned and fashionable in all the leading capitals of the world. Many charities, both city and state, have for years shared lavishly at her hands, while her private ministrations to the needy form other good to her credit. Mrs. Fred Grant, wife of the American Minister to Austria and son of General Grant, is Mrs. Palmer's sister. Mrs. Palmer has two bright boys who accompanied her on her recent tour of Europe in the interest of the Woman's Department of the Fair. Although a very devoted mother, and a brilliant and conspicuous figure in society, yet, as has been said, Mrs. Palmer has found time to do a marvelous amount of very taxing, earnest work as President of the Board of Lady Managers. Few women in this broad land can have little idea of the hard, driving work, month in and month out, which the proper discharge of the duties of her position in this connection alone has enforced upon Mrs. Palmer. Few women surrounded with the luxury which surrounds her, and who have the millions of money at their command which Mrs. Palmer has, would for a moment entertain a thought of accepting a position which entailed so constant and laborious effort. The honor connected with the office? It is simply as nothing, in comparison to the cost. Congratulations upon the securing of Mrs. Palmer for this office may indeed be legion and sincere, as they have been from the moment of her acceptance of the presidency.

HOW TO REACH THE FAIR.

RANSPORTATION between the World's Columbian Exhibition site and the heart of Chicago—a distance of some six miles—has been provided for in a manner which is incomparable in point of comfort and advantage to all visitors. No previous World's Fair site has been so wonderously and completely favored in this respect as that of 1893. No one who is at all acquainted with the southern portion of the city of Chicago, can well be a stranger to the rightfulness of its boast that no like portion of any metropolis of similar size in the world is more abundantly equipped with so superior means for getting from one point to another. Means of local transportation on the occasion fo past World's Fairs have been curtailed not only as to capacity, but woefully so as to variety. To this Chicago presents a system which forms a very pronounced contrast brilliantly favorable to herself. To reach the Exhibition from the city, or vice versa, the visitor finds presented to him an array of means which for the moment baffle his judgment by their attractiveness. A step in one direction and scores of swift, easy-running, cable street cars invite his patronage for a forty-minute ride along miles of stately business and residence structures, and broad sweeps of boulevards bright with their lavish wealth of rare flowers, monster floral designs and limitless stretches of deep foliage plants. A step in another direction and you may board a railway train which whirls you along the very edge of Lake Michigan all the way, and giving a fine view of the city, and running within fifty feet of the great Douglas tomb and lofty monument, which is one of the largest in the world. Should aerial travel be more to your fancy, equally near at hand you may ascend a short flight of easy stairs and at once be seated in an elevated railway car which will bear you as upon wings of the wind, affording a most captivating bird's-eye view of nearly the entire southern side of Chicago. Are you in no special hurry to make the trip, and are you partial to water travel? Then you will find great fleets of the best, most comfortable water craft in the world, from a row boat up to big sail boats, steam launches and excursion steamers. You will find the lake perfectly safe for this little trip. If these modes of conveyance do not suit your fancy, you have but to snap your finger and a carriage—your pick of hundreds—will be at your bidding, and bowl you along any one of a number of noble avenues, the most beautiful city drives in the world, forming a direct route to or from the grounds. It is well worth an hour of the busiest man's time to take this drive. The visitor has, then, five distinct and entirely different ways of getting back and forth, all of which are direct, easy, rapid and in every way enjoyable, while at the same time they furnish the most magnificent of all grand views of the mighty city to which they do such matchless credit. And now let us glance at the actual capacity of all this means of conveyance to and from the grounds and heart of the city, every hour. The street cars carry 40,000; steam cars, 36,000; elevated railway, 20,000; water craft of all kinds, 15,000; vehicles and foot passengers, 25,000, making a total hourly capacity of 136,000. It will be seen that in the matter of transportation that the public will have no just grounds of complaint.

FINE ART BUILDING.
ILLINOIS STATE BUILDING.
WOMEN'S BUILDING.
FISH AND FISHERIES BUILDING.
HORTICULTURAL BUILDING.
BATTLE SHIP.
U. S GOVERNMENT BUILDING.
TRANSPORTATION BUILDING.
MANUFACTURERS AND LIBERAL ARTS BUILDINGS
ELECTRICAL BUILDING.
MINES AND MINING BUILDING.
ADMINSTRATION BUILDING.
MUSIC HALL AND CASINO BUILDING.
AGRICULTURAL BUILDING.
MACHINERY HALL.
ASSEMBLY HALL.
FORRESTRY BUILDING.
LIVE STOCK STALLS

BIRD'S-EYE VIEW.

AMERICAN cities have in many respects proven wonders of the world, especially in the sudden transformations which their foundation laying have produced in wild and rugged surfaces. And this power of transformation has never been brought to bear with so startling effect as witnessed in the reclaiming of the rough yet noble typography of Jackson Park to an enchanted realm of fanciful isles and romantic waterways, daintily wooded hills and dales, miniature seas o'erlooked by bold promontories, and citadel sites guarding broad driveways which lose themselves in Arcadian splendors. None but those who gazed upon this colossal transformation while it was in progress and saw as if a myriad of lusty toilers with scores of massive steam dredges, hundreds of work animals, scores of railway locomotives, thousands of dirt cars, and employing tons of blasting explosives,—only those who looked upon these scenes can form the slightest idea of the daring, the magnitude which this mighty transformation comprehended. The grounds which are exclusively devoted to World's Fair purposes comprise an area of 633 acres, whose entire eastern border is washed by that most beautiful of all great inland seas of America, Lake Michigan. A bird's-eye view, looking west from over the lake presents what is more like a dreamland vision of Babylonian palaces, inter-builded with noble castles, all having about them lavish glitterings of pure gold, and their foundations banked with stately foliage or silvery waves. The structure which, perhaps, attracts our attention most by reason of its mammoth proportions is devoted to Manufactures and Liberal Arts. It is the largest exposition building ever constructed, and covers thirty-one acres. Further to the west and beyond a great quadrangle or court is the Electrical Building, the seat of the most novel and brilliant exhibition in the whole Exposition. West of the Electrical Building is the Hall of Mines and Mining, decidedly French in design. That long building furtherest back is the Transportation Building, savoring of the Romanesque. Somewhat more to the right, and of the Italian school of architecture, is the Horticultural Building with a flower terrace for outside exhibits. Like a white silhouette against a background of stately oaks is the Woman's Building, north of Manufactures and Liberal Arts. It faces the Great Lagoon, with the Flowery Island as a vista. East of the Woman's Building and south of the Main Lagoon stands the Government Building, and is near to the English, German and Mexican Buildings which are just north of it. Near at hand to these is the Fisheries Building, which is one of the most artistic of all the Exposition palaces. Turning our attention now from those features north to those south of the great building from where the eye began its travels, we find Machinery Hall, located midway between the shore of Lake Michigan and the west line of the Park. Agricultural Building next catches the eye as being almost entirely surrounded by lagoons and very near the Lake. And then there is the Art Palace to the north; the Live Stock and Lumber and Forestry Buildings to the south; all of which hold the gaze by reason of their simplicity and beauty. That lofty building with great gilded dome, which proves so fascinating to the eye,

is the Administration Building, located at the west end of the great court in the southern portion of the site. It has features which rival the most celebrated buildings in the world. The many other buildings of lesser size which are seen scattered here and there, forming a semicircle about the grand group of main buildings, are those of the various nations of the world and the States of America. So much for a bird's-eye glance at the buildings. Now let us look at some of the other features of the Exposition from a nearer point of view. A pier eighty feet wide, and extending 1,000 feet out into the Lake, on either side of which will be found Music Hall and the Casino, which will afford beautiful and romantic promenades, as will the broad, finely paved shore on each side. The plan of this Pier gives a decidedly Venetian aspect to the little bay, the water of which, to make another very novel feature, will be illuminated by incandescent lamps sunk beneath the surface. Other unique features will be a full sized battle ship, with guns, anchors, cables, together with all appliances for working the same. To speak at all intelligently of the almost legion of attractions of a specially important nature which will contribute to the value and all absorbing interest of the Exhibition, is wholly impossible here. That Germany and England have each taken five acres of space, and have promised to fill those acres full of exhibits, is but to tell what the first two in the list of nations propose to do. French artists alone have asked for 200,000 feet of space. China is spending $700,000, and Japan $630,000, according to the official reports of their ministers; and several other nations have appropriated similar amounts. Four Justices of the United States Supreme Court, and all Governors and Foreign Ministers have become active corresponding members of the Fair's Congress Auxiliary, and have secured mighty benefits for the Exhibition. As a key to the enormity of the exhibits already en route or on the grounds, it may be stated that insurance to the amount of $300,000,000 has already been taken out on them. And this is but a part of what will be. This bird's-eye glance at the World's Fair of 1893 would be incomplete without a word regarding the transportation facilities. These are provided for on a scale which by this time the Exhibition representatives of the various nations know to be more ample and entirely satisfactory than ever before on a similar occasion. Even at ordinary times the railway facilities of Chicago prove to be the marvel of the world; and vastly increased as they have been for this occasion, they will be such as can handle all the people and goods that the most hopeful enthusiast can hope to see come. In addition to the railways there are great fleets of lake craft, which will vastly contribute to the comfort and flow of transportation between the Exposition and the heart of the city.

ADMINISTRATION BUILDING.

ADMINISTRATION BUILDING.

MOST conspicuous of all the objects which will attract the gaze of the visitor on reaching the Exposition grounds is the golden dome of the Administration building — the gem of all the architectural jewels of the Exhibition. Although it covers a space but 260 feet square, nearly $500,000 have been expended upon it. Many of the most famous architects of the world have pronounced it the noblest achivement of modern architecture. Its planning comes from the brain of President Richard M. Hunt of the American Institute of Architects. This building stands at the west end of the great court in the southern part of the site, looking eastward. At its rear are the Transportation facilities and depots. The general design is in the style of the French renaissance, and the first great story is of the Doric order, of heroic proportions, surrounded by a lofty balustrade and having great tiers of the angle of each of the four pavilions, eighty-four feet square, of which the building consists. Each of the great tiers of the angle of each pavilion are crowned with sculpture. The second story, with its lofty and spacious colonnade, is Ionic. The four pavilions are connected by a great central dome 120 feet in diameter and 200 feet high. Externally the design my be divided in its height into three principal stages. The first stage is composed of four pavilions, corresponding in height with the various buildings grouped about it, which are about sixty-five feet high. The second stage, which is of the same height, is a continuation of the central rotunda, 175 feet square, surrounded on all sides by an open colonnade of noble proportions, twenty feet wide and forty feet high with columns four feet in diameter. This colonnade is reached by staircases and elevators from the four principal halls and is interrupted at the angles by corner pavilions, crowned with domes and groups of statuary. The third stage consists of the base of the great dome, thirty feet in height, and octagonal in form, and the dome itself. This great dome which forms a magnificent crown to the first and second stages of the edifice is entirely covered with gold leaf. Four great entrances, one on each side of the building are fifty feet wide and fifty feet high, deeply recessed and covered by semi-circular arched vaults, richly coffered. In the rear of these arches are the entrance doors, and above them great screens of glass, giving light to the central rotunda. Across the face of these screens, at the level of the office floor, are galleries of communications between the different pavilions. The interior features of this great building even exceed in beauty and splendor those of the exterior. Between every two of the grand entrances, and connecting the intervening pavilion with the great rotunda, is a hall or loggia thirty feet square, giving access to the office and provided with broad circular stairways and swift running elevators. Internally, the rotunda is octagonal in form, the first story being composed of eight enormous arched openings, corresponding in size to the arches of the great entrances. Above these arches is a frieze twenty-seven feet in width, the panels of which are filled with tablets borne by figures carved in low relief and covered with commemorative inscriptions. Above the balcony is the second story, fifty feet in height. From the top of the cornice of this story rises the interior dome, 200

feet from the floor, and in the center is an opening fifty feet in diameter, transmitting a flow of light from the exterior dome overhead. The under side of the dome is enriched with deep panelings richly moulded, which are filled with sculpture in low relief, and immense paintings representing the Arts and Sciences. In size this rotunda rivals, if it does not surpass, the most celebrated domes of a similar character in the world. Each of the corner pavilions, which are four stories in height, is divided into large and small offices for the various departments of the Administration, besides lobbies and toilet-rooms. The ground floor contains, in one pavilion, the Fire and Police Departments, with cells for the temporary detention of prisoners; in a second pavilion are the offices of the Ambulence Service, the Physician and Pharmacy, the Foreign Department and the Information Bureau; in the third Pavilion the Post Office and a Bank, and in the fourth the offices of Public Comfort, and a restaurant. The second third and fourth stories contain the Board rooms, the Committee rooms, the rooms of the Director-General, the Department of Publicity and Promotion and of the United States Columbian Commission. Centrally located as this building is and so admirably calculated to minister to the various administrative functions connected with the great exhibition, and to furnish speedy relief in all emergencies which are likely to accur, the Administration Building must at once heartily commend itself to everyone who visits the Fair. A vigilence such as never before has been excercised by the management of any World's Fair will be shown in the matter of enforcing courtesy and every reasonable attention to visitors on the part of employees. This will be supplemented with efficient police attention for the protection of visitors. A bank in this centrally located building is a feature that will be thoroughly appreciated on the Exposition grounds, particularly as it will obviate the necessity of strangers spending several hours in hunting up the particular down town bank on which their letters of credit or bill of exchange may be drawn. The medical and hospital feature will be made all that can possibly be anticipated or desired. All victims of sickness or accident will receive the most skilled attention, gratuitously. The Foreign Department and the Information Bureau, also in this building are features which visitors will find of great assistance. The methods of securing information wanted respecting anything will be found entirely free from red-tapeism. Only bright and thorough-posted attaches will be in attendance, while superiors will be constantly on hand to see that they give their duties the complete attention. In a word this gem and crown of the Exposition palaces will be found the seat of supreme authority, convenince, and general attentiveness in all matters involving the general good of those who shall honor it with their presence. In cases where it becomes necessary for the visitor to consult with the higher officials he will find them ready at all times to listen and to do all in their power to comply with his wishes. It is here, for one place, that visitors will find bulletined all important announcements regarding special features in each days programme. Its popularity will be added to as being a central place for persons to meet one another. The immediate park and lagoon surroundings form a delightful study since they are surpassed at perhaps no other point, within the vast, lavishly gardened grounds. The following are the principal contractors of the Administration building, the amount of their bids, showing the extensiveness of each building and the amount of money under contract. Mt. Vernon Bridge Co., Mt. Vernon, Ohio. (A. Gottlieb, 78 Major Block, Chicago,) iron work of Dome, $55,000.00. Joseph Eastman, 126 Dearborn St., Chicago, lathing and plastering, $4,935.00. Smith & Crimp, 552 Builders & Traders Exchange, Chicago, exterior covering, $111,000.00. J. G. McCarthy, 202 Washington Boul., Chicago, painting and glazing, $4,716.00. Steinmetz & Eilenberger, Hinman and Throop Sts., Chicago, carpentry work, $102,841.00. Bitter & Moretti, 251 E. 13th St., New York, sculpture model work, $15,740.00. Ellin, Kitson & Co., 513 W. 21st St., New York, plaster model work, $6,395.00.

MACHINERY HALL.

MACHINERY HALL.

PREEMINENTLY wonderful in all the realm of material advancement is the machinery which American genius of our time has devised for lessening labor and thus the better and quicker accomplishment of great ends. Wonderful as have been the conceptions of modern mankind yet still more wonderful have been the means those conceptions have wrought through the aid of machinery. Long ago progress became for the most part the vassal of mechanical ingenuity, and to-day it is mechanical ingenuity that dictates the extent to which progress may go. Wonderful discoveries may be made in nature but they count for nothing in the line of usefulness unless mechanical ingenuity is forthcoming with mechanism by which the discovery may be utalized. Ever since American genius began to unfold its wonderful creations in the mechanical world to the people of the earth the latter have unhesitatingly declared them surpassing those of all other countries. "Yankee ingenuity" is a phrase which for more than a century has fascinated, anamoured, and been worshiped by genius the world over. It is upon "Yankee ingenuity" that the world has come to depend for the smallest as well as the largest best contrivances for the more speedy, the surer, and the more accurate accomplishmeut of work of every kind. World's Expositions in the past — however little or big — never have failed to acknowledge American machinery to be the most marvelous, the best of all machinery. And for this universal exposition now at hand Americans have prepared an exhibit of machinery which will more completely astound the world than ever before. Eminently befitting is it then that Machinery Hall where the latest marvels of American as well as Foreign ingenuity are shown should in itself be little less than a marvel, complete in its adaptability to the purposes which it subserves. The world has seen many much larger buildings but none, we venture to say, which, in the line indicated, will more completely charm the eye or be oftener recurred to in years to come by those in search of a model by which to build for a similar purpose.

Machinery hall measures 850 by 500 feet. Classical models are followed throughout, the detail being borrowed from the Rennaisance of Seville and other Spanish towns, as being most appropriate to a Columbian celebration. It is spanned by three arched trusses, the interior presenting somewhat the appearance of three railroad train houses side by side, surrounded on all four sides by a fifty-foot gallery. In each of these three long naves there are elevated traveling cranes running from end to end of the building. These will prove useful in moving machinery, and platforms will be placed on them and from these the visitors may view the entire exhibition at a great saving of time and wearisome walking. The ponderous machinery in Machinery Hall require 24,000 horse power engines, operated by steam and electricity. Shafting for the power is carried on the same posts as those which sustain the traveling cranes. The steam and electric power used throughout this main building will be supplied from a main power house which adjoins the south side of the building. The exterior towards the stock exhibit and the railroad is plain, although the exterior

of the two sides adjoining the grand court will, however, be rich and palatial. All the buildings located on this grand plazza are designed with a view to making an effective background for displays of ever kind, and in order to conform to the general richness of the court, are enriched with colonnades and other architectual features. As in all other buildings on the court, an arcade on the first story permits passage around the building under cover, thus affording a promenade which will be grand as ever trod by human feet. As in all the other buildings the fronts will be formed of "staff," colored to an ivory tone. The ceilings of the porticoes will will be strikingly emphasized with strong color. Machinery and Agricultural halls will be connected with a colonnade and cafe at either end, while in the center of this colonnade in an archway leading to the exhibits. From the portico there will be a view nearly a mile in length down the lagoon, and an obelisk and fountain placed in the lagoon between the two buildings, Agricultural and Machinery, will form a rarely beautiful southern point to this vista. The machinery annex will be placed in the rear of the Administration building. This will be entered by tunnels or subways, as well as by bridges, from Machinery Hall, and the Administration, Mines and Transportation buildings. While it will be a very large structure yet at the same time it will be a very single one. While in the main machinery building is a railroad train house, in the model followed is that of a mill or foundry. It is all of wood, and simple in construction. Seldom has more beauty been obtained in a building by following such marked simplicity of plan as is instanced here. The building will have a nave 100 feet wide, with a fifty-foot wide leanto in one story on the outside. Within the inner circle will be a park in which visitors fatigued by the hum of machinery may rest and enjoy a complete change of surroundings. Attached to this great annex is the power house, convenient to the tracks for coal supplys etc. The power house will contain an immense display of boilers, while in the adjoining portion of the annex building will be found the enormous plant of engines and dynamos. Here will probably be the largest and most wonderful display of electrical power ever made.

In a word, Machinery Hall at the World's Fair Chicago 1893 will be found to surpass in beauty and adaptability any structure of like nature ever reared. Surely indeed will the world find it an exhibition place worthy of the most marvelous products of the mechanical skill of all nations, a palace of interest and instruction to every visitor who may enter the gates of the most mighty exhibition. In order to convey in a small measure the magnitude and vastness of Machinery Hall in a general way we append a list of the principal contractors together with the nature and amount of their several bids. Carpentry work, $315,300.00. Painting and glazing, $3,500.00 James A. McGonigle, Leavenworth, Kan. Exterior covering, $159,000.00. The Staff Decorative Co., 193 Wabash Ave., Chicago, Iron work, .036,98 per lb. Binder & Seifert, 803 Royal Insurance Building, Chicago. Plaster model wok, $12.575.00 John Evans & Co., 77 Huntington Ave., Boston. Sculpture Model Work, $1,500.00 Robert Kraus, Boston, Mass. Sculpture model work, $2,510.00 M. A. Waagen, Boston, Mass.

ELECTRICAL BUILDING.

ELECTRICAL BUILDING.

AGNIFICENT in the dazzing brilliancy of its wonderful glory, mysterious in its origin, more terrible in its power than all other of natures forces—this is Electricity! The discovery of its servicability and a knowledge of how to chain it to the chariot wheels of progress, these are triumphs which have passed into the matchless catalogue of achievements wrought in our day. Greater than all previous discoveries it indeed well becomes the world to accord to Electricity a throne and palace second to none, on the grand festal day of nations, in 1893. The general plan of the Electrical Building at the World's Columbian Exhibition is based on a longitudinal nave 115 feet wide and 114 feet high, crossed in the middle by a transept of the same width and height. The nave and transept have a pitched roof, with a range of skylights at the bottom of the pitch, and clear story windows. The remainder of the building is covered with a flat roof, averaging sixty-two feet in height, and provided with skylights. The structure is 345 feet wide and 700 feet long, the major axis running north and south. The south front is on the great Quadrangle or Court; the north front faces the lagoon; the east front is opposite the Manufacturers Building, and the west faces the Mines Building. The second story is composed of a series of galleries connected across the nave by two bridges, with access by four grand staircases. The area of the galleries in the second story is 118,546 square feet or 27 acres. The exterior of the walls are composed of a continuous order of pilasters three feet and six inches wide and forty-two feet high, supporting a full entablature, and resting upon a stylobate eight feet six inches. The total height of the walls from the grade outside is sixty-eight feet six inches. The north pavilion is placed between the two great apsidal or semi-circular projections of the building, and is flanked by two towers 195 feet high. The central feature is a great semi-circular window, above which, 102 feet from the ground, is a colonnade forming an open loggia or gallery, commanding a view over the lagoon. The east and west pavilions are composed of two towers 168 feet high. In front of these two pavilions there is a great portico composed of the Corinthian order, with full columns. The south pavilion is a hemicycle or niche seventy-eight feet in diameter and 103 feet high. The opening of the niche is framed by a semi-circular arch, which is crowned by a gable or pediment, with smaller gables on the returns, and surmounted by an attic the whole reaching the height of 142 feet. In the center of this niche, upon a lofty pedestal, is a collosal statue of Franklin, whose illustrious name intimately connects the early history of the Republic with one of the most important discoveries in the phenomena of electricity. At each of the four corners of the building there is a pavilion, above which rises a light open spire or tower, 196 feet high. Intermediate between the corner pavilions and the central pavilions on the east and west sides, there is a subordinate pavilion bearing a low, square dome upon an open lantern. There are thus ten spires and four domes. The entablature of the great Corinthian order breaks around each of the pilasters of the four fronts, and

above each pilaster in the Attic order is a pedestal bearing a lofty mast for the display of banners by day and electric lights by night. Of these masts there are in all fifty-four. The first story of the building is indicated in these facades between the great pilasters of the Corinthian order by a subordinate Ionic order, with full columns and pilasters, forming an open screen in front of the windows The building has an open portico extending along the entire south facade, the lower or Ionic order forming an open screen in front of it. The various subordinate pavilions are treated with windows and balconies. The details of the exterior orders are richly decorated, and the pediments, friezes, panels and spandrils have received a decoration of figures in relief, with architectural motifs, the general tendency of which is to illustrate the purposes of the building. The exterior has the appearance of marble but the walls of the hemicycle and of the various porticos and loggia are highly enriched with color, the pilasters in these places being decorated with scagliola, and the capitals with metallic effects in bronze. The general outlines and the details of the building are so devised as to be capable of affording and electric illumination by night on a scale hitherto unknown, the flag-staffs, the open porticos, and the towers, especially being arranged with this in view. The hemicycle or niche, which forms the south porch, will have either a great chandelier or crown of lights suspended from the center of the half dome, or should be provided with electric lights marked behind the triumphal arch which forms the opening of the nich. Words cannot portray the magnificent effect produced at night when this vast building is illuminated. To speak of the exhibits which will fill this great structure with its 239,000 square feet of ground floor space and 155,000 of gallery, would require a dozen books. It can only be noted that the exhibit will be one of all absorbing interest. There is no use to which electricity is put that will not find an elaborate illustration. The production of electricity will be shown and the various methods of applying it to machinery. Those visitors who desire will be presented with a little jar of Electricity to take home with them. The methods of executing criminals by electricity will also be fully shown. Together with the way in which Electric light is produced and maintained so evenly, will be shown. Edison, the Wizard of Menlo Park, will be on hand to personally superintend the exhibition of his many marvelous inventions in connection with Electricity. Several monster engines of various patterns will be seen operated by this subtle power, while a section of the wonderful electrical railway, now being perfected, will be shown with trains of cars running at a rate of speed exceeding 100 miles an hour. Yes, the exhibits in the Electricical Building will prove intensely interesting particularly to those persons coming from interior towns, while the better posted will find a thousand novelties to excite their curiosity and wonder. More than $400,000 has been spent on this building for the Electrical Exhibits and it will be well worth an ocean voyage or across the continent trip to see it, particularly by night. To fully comprehend the great amount of labor used in the erection of the Electrical Building it will only be necessary to add the names of the principal contractors giving the amount of each bid. Arthur Johnson Brothers, Omaha, Neb., carpentery work, $166,444.00 John Griffiths, 40 Lakeside Building, Chicago, exterior covering, $85,000.00. W. P. Nelson & Co., 193 Wabash Ave., Chicago, painting and glazing $6,522.00. John Griffiths, 40 Lakeside Building, Chicago, lathing and plastering, 6,000.00. James A. Miller & Bro., 129 So. Clinton St., Chicago, roofing and skylights, 22,100.00. Leopold Bonet, 1449 State St., Chicago, plaster models, $7,470.00; extra order No. 12, plaster models, $1,295.00; extra order No. 14, plaster models, $250.00.

MINES AND MINING BUILDING.

MINES AND MINING BUILDING.

INES and mining in America! Rightly should one of the most magnificent of all the Exposition palaces be devoted to Mines and Mining. You will find it situated at the southern extremity of the western lagoon between the Transportation and Electricity buildings. The building is 750 feet long by 350 wide, and it has its inspiration in early Italian renaissance with which sufficient liberty has been taken to invest the building with much animation in appearance. The exterior design partakes of a decidedly French spirit. Simple and straightforward in plan it embraces on the ground floor spacious vestibules, restaurants, toilet rooms, etc. Entrances will be found on each of the four sides of the building, those of the north and south fronts being the most spacious and prominent. On the left and right of each entrance, inside, start broad flights of easy stairs leading to the galleries. The galleries are sixty feet wide and twenty-five feet high from the ground floor, and are lighted on the sides by large windows and from above by a high clearstory extending around the building. The principal fronts of the Mines and Mining Building look southward on the great Central Court and northward on the western and middle lakes and an island gorgeous with flowers. Over these main fronts are enormous arched entrances richly embellished with sculptured decorations emblematic of mining and its allied industries. Large square pavilions stand at each end of these fronts, the pavilions being surmounted by low domes, which mark the four corners of the building and are lighted by large arched windows which extend through the galleries. The main entrances and the pavilions are separated by richly decorated arcades forming an open loggia on the ground floor and a deeply recessed promenade on the gallery floor level, which commands a fine view of the lakes and islands to the north and the great Central Court on the south. These covered promenades are each twenty-five feet wide and two hundred and thirty feet long and from them is had access to the building at numerous points. These loggias on the first floor are faced with marbles of different kinds and hues, which will be considered part of the Mining Exhibit and so utilized as to have it marketable at the close of the Exposition. The ceilings of the loggias are heavily coffered and richly decorated in plaster and color. The exterior is massive though graceful in appearance Sixty-five feet is the distance from the main ground to the top cornice of the main front, while the main entrances are ninety feet to the apex of pediment. Large segmented windows extend through the galleries and are placed between the broad piers, affording an abundance of light to the space under the galleries. The two storied portion of the building of which the gallery forms the upper part extends entirely around the structure and has a width of sixty feet. The great interior space is one story high, 630 feet long and 230 feet wide with an extreme height of one hundred feet at centre and forty-seven feet at the sides, spanned by steel cantilever roof trusses, supported on steel columns placed sixty-five feet apart longitudinaly and 115 feet and fifty-seven feet six inches transversely, thus leaving clear space in the center of the building 630 feet long and 115 feet wide with two side divisions each fifty-

seven feet six inches wide and 630 feet long, leaving the central portion encumbered with only sixteen supporting steel posts. The inner and higher ends of the cantilevers are forty-six feet apart and the space between them is spanned by riveted steel trusses with an elliptical chord. A great portion of the roof is covered with glass. The exterior of this building is made of "staff" similar to that used in facing the recent Paris Exposition buildings. Ground floor space to the amount of 235,700 square feet, and gallery floor space of 103,000 square feet is afforded in the building. As a structure to the purpose, that is possible to be obtained by lavish exchange of the products, samples of which it will form a home, the Mines and Mining Building is surely ideal. As to the exhibits that will be found in this building, they will prove of engrossing interest to old and young. Gold, silver, copper and all the metals may be seen in this building in the multiplicity of processes through which they pass from their condition in the mine to that in which we purchase them in the store. All of the latest and most remarkable processes for treating ores, together with exhibits of all the wonderful machinery employed will be shown on a scale of such magnitude as never before has been contemplated. In this connection it may be noted that several very remarkable methods of treating ores by the use of newly discovered forces, which heretofore have been kept from the public, will be shown for the first time in the Mines and Mining Building at the World's Fair in Chicago, 1893. The fact that all the principal mining districts of the old world as well as the new will be more extensively represented on this occasion than ever before and are already sending heavy shipments to this department gives ample support to all that has been claimed for the extent of the exhibition in the Mines and Mining Department. Government resources in several instances have been employed in behalf of this department of the exposition with such results as were at first wholly unlooked for and such as will produce a feature at once profoundly interesting and instructive to every one. The United States mint, and probably other nations will do likewise—will have a set of "money-making" machines on exhibition, thus affording thousands of people a sigh which they doubtless would otherwise never witness. How pleasing is it therefore, in the view of these facts, to notice that the people of the United States have made so lavish preparation to accomodate all exhibits in this line by erecting the magnificent structure which they have. The following are the names of contractors and amount of the principal bids:

Barnett, Record & Chapman, 322 Corn Exchange, Minneapolis, carpentry, $99,500.00; painting and glazing, $5,700.00; lathing and plastering, $2,100.00. King Iron Bridge & Mfg. Co., Cleveland, Ohio (Rookery, Chicago), iron work, $57,525.00. Phillipson Decorative Co., 250 Wabash Avenue, Chicago, exterior covering, $34,800.00. James A. Miller & Bro., 129 South Clinton Street, Chicago, roofing and skylights, $24,656.00. Leopold Bonnet, 1449 State Street, Chicago, plaster model work, $4,835.00. Barnett, Record & Chapman, Minneapolis, foundations for installation tracks, $2,100.00; extra order order No. 11 on carpentry work, $2,850.00; extra order No. 13 on carpentry work, $10,491. Phillipson Decorative Co., 250 Wabash Avenue, Chicago, extra order No. 10 on exterior covering, $2,950.00.

MANUFACTURES AND LIBERAL ARTS BUILDING.

MANUFACTURES AND LIBERAL ARTS BUILDING.

HE most colossal structure ever reared for International Exposition purposes! Such is the Manufactures and Liberal Arts Building of the World's Columbian Exhibition. It is 1,687 feet long, 787 feet wide and 272 feet high. This means nearly thirty-one acres of ground. Two-thirds of all the largest buildings of the World's Fair, or Centennial, held in Philadelphia in 1876, could be massed together within this gigantic structure, and still there would be plenty of room left inside the walls for 10,000 people to comfortably participate in a grand promenade. And yet, almost incomprehensibly colossal as is the magnitude of this structure, the World's Fair Managers have been so overwhelmed with applications for space in it, as to be compelled to seriously entertain propositions for the building of an Annex 1,000 feet long by 400 feet wide. As the mammoth structure of the Exhibition, this Manufactures and Liberal Arts Building is notable for its symmetrical proportions. Within the building a gallery fifty feet wide extends around all four sides, and projecting from this are eighty-six smaller galleries twelve feet wide, from which visitors may survey the vast array of exhibits and the busy scenes below. The galleries are approached upon the main floor by thirty great staircases, the flights of which are each twelve feet wide. "Columbia Avenue," fifty feet wide, extends through the mammoth building longitudinally, and an avenue of like width crosses it at right angles at the center. The main roof is of iron and glass and arches an area 385 by 1,400 feet. Including its galleries the building has 1,767,000 square feet, or forty acres of floor space. The Liberal Arts portion is in the Corinthian style of architecture, and in point of being severely classic excels most of the other edifices. The long array of columns and arches, which its facades present, is relieved from monotony by very elaborate ornamentation. In this ornamentation female figures, symbolical of the various arts and sciences, play a conspicuous and most attractive part. Designs showing in relief the seals of the differents States of the Union and of various foreign nations also appear in the ornamentation; and these, of course, are gigantic in their proportions. The exterior is covered with "staff," which is treated to represent marble. The huge fluted columns and the immense arches are apparently of this beautiful material. There are four great entrances, one in the center of each facade. These are designed in the manner of triumphal arches, the central archway of each being forty feet wide and eighty feet high. Surmounting these portals is the great attic story, ornamented with sculptured eagles eighteen feet high, and on each side above the side arches are great panels with inscriptions, and the spandrils are filled with sculptured figures in bas-relief. At each corner of the main building are pavilions forming great arched entrances, which are designed in harmony with the great portals. The interiors of these pavilions are richly decorated with sculpture and rural paintings. The long facades of the great hall surrounding the building are composed of a series of arches filled with immense glass windows. The lower portion of these

arches up to the level of the gallery floor and twenty-five feet in depth, is open to the outside, thus forming a covered loggia, which in turn forms an open promenade for the public. Here a number of cafes are located, where the great crowds can loiter at their ease and enjoy the breezes and cool shadows of the afternoon. Facing the Lake, with only lawns and promenades intervening, the building occupies a most conspicuous place in the grounds. North of it is the United States Government Building, south the Harbor and in-jutting Lagoon, and west the Electrical Building and the lagoon separating it from the Great Island, which in part is wooded and in part resplendant with acres of bright flowers of varied hue. A peep at the contents of this majestic expanse of wonderful architecture reveals so great a multitude of marvels that to try and give, in this Souvenir, anything which approaches it immediately becomes a hopeless task. You know the definition of the word manufactures, and we can only say that all that is best, most remarkable, surpassingly ingenious, and brilliantly representative of the age, will be represented on a scale the immensity of which words are inadequate to describe. The Liberal Arts department of the building will show the latest and best in all matters pertaining to education. For instance, the first group in this department illustrates the nursery, athletic training, alimentation, dwellings best adapted to give health and comfort, hotels, public and domestic hygiene, public baths, apparatus for carrying off and treating sewage, apparatus for the prevention of infectious diseases, apparatus for warming, ventilating and lighting school houses, special school fittings, hygiene of the workshop, asylums, hospitals and dispensaries, and an illustration of the reception, care and protection of immigrants will be shown. The next group shows instruments of medicine, surgery and prosthesis. The third group will give methods of primary, secondary and higher education. Then will follow books, libraries, literature, and journalism. Instruments of precision, experiment, research and photography will form a group by themselves; as will also civil engineering, including public works and architecture. The various systems of government, illustrated, will be given in one group. In another, commerce, trade and banking will be illustrated. The last four groups will illustrate the institutions for the diffusion of knowledge; social, industrial and co-operative associations; religious organizations and systems; and music, musical instruments and the theatre. This is but a faint idea of what will be shown, and is no pretention whatever to even so much as a full outline of the exhibits in this department. It will require a book as big as Webster's Unabridged Dictionary to contain a description of what will be seen in the Manufactures and Liberal Arts Building. The thought that in one week spent on the World's Columbian Exhibition grounds—and if you are pleased to take wholly disinterested advice, we counsel you not to try to see the Exhibition in a shorter time than one full week, at the lowest estimate—a person can see what otherwise would require years of travel in every country on the globe; this thought, we say, is one which should inspire everyone with the determination to see this great Exhibition, at whatever cost. The names of the contractors, together with the amount of their bids, which append, will show in a general way the cost of this building: The W. H. Stubbings Co., 575 Madison St., Chicago, Painting and Glazing, $23,746.00; King Iron Bridge and Mfg. Co., Cleveland, Ohio (John Lundie, Engineer, 1107 Rookery), Iron Work, $34,600.00; Smith & Crimp, 498 Builders' and Traders' Exchange, Chicago, Exterior Covering, $173,000; Barnett, Record & Chapman, Minneapolis, Minn., Lathing and Plastering, $14,800.00; Agnew & Co., 84 Washington St., Carpentery and Iron Work, $450,892.00; Same, Foundations for Installation Tracks, $14,046.99; James A. Miller, 129 South Clinton St., Chicago, Roofing and Skylights, $119,142.00; Bi ter & Moretti, 251 East 13th St., New York, Sculpture Model Work, $7,150.00; Ellin, Kitson & Co., 513West 21st St., New York, Plaster Model Work, $15,075.00.

FISH AND FISHERIES BUILDING.

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SPANISH-ROMANESQUE, contrasting agreeably in appearance with the classic style of all the other Exhibition buildings, is the Fisheries Building of this Fair of All Nations, 1893. To the close observer the exterior of this one of the most artistic of the many Exposition palaces can not fail to be exceedingly interesting. The architect has exerted great ingenuity in arranging innumerable forms of capitals, medallions, brackets, cornices, and other ornamental details, using only fish and other sea forms for his motif of design. So prominent and numerous are these details that from the moment one first sees the building, even from a considerable distance, the character of the exhibits contained therein is unmistakable. This fact rules in connection with the Fisheries Building as is not seen in any other structure on all the 633 acres of Exhibition grounds, with the possible exception of the Horticultural building, where gigantic foliage may be seen nodding from out its crystal enclosure. The roof is of old Spanish tile, which gives an effect quite original, particularly since that of the first story is nearer the ground than perhaps is the roof of any other structure on the entire Exposition site. The building embraces a large central structure with two smaller polygonal buildings connected with it on either end by arcades. The extreme length of the building is 1,100 feet, and the width 200 feet. The location is a beautiful one, being to the northward of the United States Government Building. In the central portion is the general Fisheries exhibit, and in the other the Aquaria. The Fish exhibit is a wonderful one, and not the least interesting portion of it is the Aquarial, or Live Fish display. This is approached through one of the arcades from the main building. In the center of the polygonal building is a rotunda sixty feet in diameter, in the middle of which is a basin or pool twenty-six feet wide, from which rises a towering mass of rocks, covered with moss and lichens. From clefts and crevices in the rocks, crystal streams of water gush and fall amid the masses of reeds, rushes and ornamental semi-aquatic plants in the basin below. In this pool gorgeous gold fish, golden ides, golden tench, and other fishes disport. From the rotunda one side of the larger series of Aquaria may be viewed. These are ten in number, and have a capacity of from 7,000 to 27,000 gallons of water each.

Passing out of the rotunda, a great corridor or arcade is reached, where on one hand the visitor may see the opposite side of the series of great tanks, and on the other a line of tanks somewhat smaller, ranging from 750 to 1,500 gallons each, in capacity. The corridor, or arcade, is about fifteen feet wide. The glass fronts of the Aquaria are in length about 575 feet, and have 3,000 square feet of surface. They make a panorama such as never before has been seen in any exhibition, and rival the great permanent aquariums of the world, not in size alone but in all other respects. Exclusive of reservoir the total water capacity of the Aquaria is 18,725 cubic feet, or 140,000 gallons. This weighs 1,192,425 pounds, or nearly 600 tons. Of this amount about 40,000 gallons is devoted to the marine exhibit. In the entire salt-water circulation, including reservoir, there are about 80,000 gallons.

The pumping and distributing plant for the Marine Aquaria is constructed of vulcanite. The pumps are in duplicate and each has a capacity of 3,000 gallons an hour. The supply of sea water was secured by evaporating the necessary quantity at the Woods Hall station of the United States Fish Commission to about one-fifth its bulk, thus reducing both quantity and weight about 80 per cent for transportation. The fresh water required to restore it to its proper density was supplied from Lake Michigan. In transporting the marine fishes to Chicago from the coast there was an addition of probably 3,000 gallons of pure sea water to be supplied on each trip. None of the long established, permanent aquariums of the world afford the visitor so much of novelty and so comprehensive a showing in all the various departments of fish culture as does this exhibit at the World's Fair in Chicago. A more interesting sight and study, even to people who may ordinarily care nothing for the subject, will not be found on the Exhibition grounds. There are very few fish, however, little or big, but what will be seen in this collection of live specimens. The commission in charge have spent nearly two years in collecting and arranging this exhibit, and their net has proven an extraordinarily lucky one, for the haul is astonishingly great. It may be noticed that the commission learn with deep regret that mermaids will boycott the big show if man-fish are not secured for the occasion. Whether the Board of Lady Managers will be able to persuade their aquatic sisters to reconsider the ungenerous action remains to be seen.

The interest taken in this Fisheries exhibit, not only by the government but by wealthy enthusiasts residing in various parts of the country, has, perhaps, never before been equaled in connection with the industry. Private organizations and citizens have spent very large sums of money toward adding to the display both of fish and methods of raising and caring for them. Indeed, the amount of enthusiasm that has been shown in preparing the exhibits, as a whole, has exceeded all expectation, so that visitors may prepare themselves to see such a comprehensive and so excellent a display as they have scarcely dreamed of. Exceedingly fine work has been done in every detail, and the general result will be found one which all who attend the fair will certainly admire. Not only will the exhibit of fish interest the visitor, but he will also find a great deal to attract his attention in the general arrangement of the great tanks, and the manner in which they are filled, renewed, and the water kept at a temperature which will keep the finny inhabitants healthful. This last mentioned task is one of the most difficult connected with the exhibit, particularly in the case of the finer and more delicate species of fish. These arrangements will of themselves repay close study, for their uniqueness if nothing more. And this may be said not only of the Fisheries Building but many others. Wonderful skill has been shown in the care of exhibits—more than ever before in the history of World's Fairs. One great end that has been kept steadily in view is the returning of exhibits in precisely the same degree of perfection in which they are received. In this sure way the management proposes to relieve itself of any of the censure and blame such as has unfortunately attached to World's Fair managers on certain previous occasions, and thus add to the favor which their work is already sure to find in the eyes of all exhibitors. The amount of the bids with the names of the contractors will show the amount of money expended on the Fisheries Building:

Probst Construction Co., 84 La Salle Street, Chicago, carpentry work, $61,437.00; Louis Biegler, 379 North Clark Street, Chicago, roofing and skylights, $6,380.00; Phillipson Decorative Co., 250 Wabash Avenue, Chicago, lathing and plastering, $1,727.40; Smith & Crimp, 478 Builders' and Traders' Exchange, Chicago, exterior covering, $59,000.00; J. G. McCarthy, 202 Washington Boulevard, Chicago, painting and glazing, $4,366.00; Keystone Bridge Co., 205 La Salle street, Chicago, iron work, $20,210.00; Joseph Richter, 937 North Clark Street, Chicago, plaster model work, $2,470.00.

TRANSPORTATION BUILDING.

TRANSPORTATION BUILDING.

SITUATED BETWEEN the Horticultural and the Mines buildings the visitor finds the Transportation Building, which is very prominent in that group of edifices forming the northern architectural court. This building, where the transportation of the world will be shown, faces eastward and commands a view of the floral island and a large section of the lagoon, It is exceedingly refined and simple in architectural treatment, although it is very rich and elaborate in detail. There is about it a savor of the Romanesque, although to those who are posted the manner of the design on axial lines and the solicitude shown for fine proportions and subtle relation of parts to each other, at once suggests the methods of composition followed by the Ecole des Beaux Arts. The main entrance to the Transportation Building consists of an immense single arch enriched to an extraordinary degree with carvings, bas reliefs and mural paintings, the entire feature forming a rich and beautiful, yet quiet color climax, for it is treated in gold leaf and is called the golden door. This door has attracted the widest attention in foreign countries as well as America, by reason of its exceeding richness and the fact that it is simply the adornment of a temporary structure. The remainder of the architectural composition falls into a just relation of contrast with the highly wrought entrance, and is duly quiet and modest, though very broad in treatment. It consists of a continuous arcade with subordinate colonnade and entablature. Numerous minor entrances are from time to time pierced in the walls, and with them are grouped terraces, seats, drinking fountains and statues. Viewed from the lagoon, the cupola of the Transportation Building forms the effective southwest ascent of the quadrangle, while from the cupola itself, reached by eight elevators, the northern court, the most beautiful effect of the entire Exhibition may be seen in all its glory. The interior of the building is treated much after the manner of a Roman basilica, with broad nave and aisles. The roof is, therefore, in three divisions; the middle one rises much higher than the others, and its walls are pierced to form a beautiful arcaded clearstory. The cupola, placed exactly in the center of the building and rising 165 feet above the ground, is reached by eight elevators. These elevators of themselves naturally form a part of the Transportation Exhibit, and as they also carry passengers to galleries at various stages of height, a fine view of the interior of the building may be obtained. The main galleries of this building, because of the abundant elevator facilities, prove quite accessible to visitors. The dimensions of the main structure of the Transportation Exhibit are: Front, 960 feet, and depth, 250 feet. From this there extends westward to Stony Island avenue an enormous annex, covering some nine acres, one story only in height. Within this annex may be seen the more bulky exhibits. Along the central avenue, or nave, the visitor sees, facing each other, scores of locomotive engines, highly polished, and rendering the perspective effect of the nave both novel and striking. Add to the effect of the exhibits the architectural impression given by a long vista of richly orna-

mented colonnade, and it may easily be seen that the interior of the Transportation Building is one of the most impressive of the entire Exhibition. As to the exhibits which are housed within this magnificent structure, they may, in a word, be said to include everything of whatsoever name or sort devoted to the purpose of transportation, and range from a baby carriage to a mogul engine, from a cash conveyor to a balloon, etc. No exhibit under the head of Transportation that has ever been collected and displayed upon any occasion in the past can be said to do so much as touch this one at the World's Columbian Exposition. And this is not said in a boasting manner, but simply as a statement of actual fact, and in the full realization of all that was seen at London, Paris, Vienna, Philadelphia and all previous Expositions of an International character, in similar departments. It is doubtful whether any other department at this World's Fair will witness so great and positive evidences of advancement and commendable rivalry of the various inventive spirits in the world as this same Department of Transportation. Certainly no department at the Fair can possibly prove less prosy, particularly in view of the fact that all that the sightseer finds in this one is intended for practical use, and the advancement of practical ends. The contents of this building has proven the theme of perhaps more and greater meetings among the master mechanics of the world than the contents of any other building on the grounds, while the newspaper discussions pertaining thereto, by the most eminent master mechanics and the first and foremost inventors of the age, have been simply endless. And truly grand indeed have proven the fruits of all this popular agitation. The result has been the collecting together of a combination of exhibits which cannot fail of deeply interesting the most ordinarily endowed visitor, while the more learned will find worlds of instructive study in tarrying long over its multitude of features. The various means of conveyance which the inventive genius of mankind has perfected during the past decade, as well as the more primitive means of our ancestors, will be displayed side by side, and prove an object lesson on the question of Transportation to the student in this line which will not, in all probability, be duplicated during the present generation. The general usefulness of this exhibit is made more apparent when we consider that the matter of street railway transportation in our most densely populated cities is a question that has puzzled the most inventive minds. To our children it will prove not alone instructive, but will have a tendency towards reflective thought, bringing as it does, the past history of transportation before them in such a way that a comparison with the wonderful present is unavoidable. It will be a lesson that they will not be apt to forget. The great advancement made in transportation has required the most careful and studied thought of mechanical experts, and will prove the fertility of American inventive genius in this field of thought and labor. That we, as a nation, exceed in this line, is best evinced by the shipment of our Locomotives, Pullman cars, etc., to all the countries on the globe. If the reader desires to keep well informed on this interesting subject, he should at least devote two or more days to the Transportation Building alone, as it will repay him for his time and labor. To mechanics this building, together with Machinery Hall, will prove the most interesting of all exhibits on the grounds of the World's Columbian Exposition of 1893.

FORESTRY BUILDING.

FORESTRY AND LUMBER.

OST ORIGINAL and very interesting is the Lumber and Forestry Building of the World's Columbian Exhibition. Its interior appearance is as true to nature as unhewed wood can make it. The pillars supporting the roof constitute the principal feature of the unique architecture. They consist of natural tree trunks from sixteen to twenty inches in diameter and twenty-five feet long, contributions of three trunks from each state and territory being used. The sides of the building, between the supporting trunks or pillars, are filled in with slabs having the bark off. The window frames are treated in the same rustic manner as the remainder of the building. The massive main entrance is elaborately finished in various kinds of wood, the material and workmanship being contributed by the wood-workers of the world. A prominent feature will be a wide colonnade along the front of the building, facing the lake, and cross either end. The supporting columns are trunks of trees with the bark on, representing the characteristic woods of the various states and territories, thus greatly adding to the unique beauty of the structure. The trunks are from sixteen to twenty inches in diameter at the base, tapering gradually, and twenty-five feet long. Attached to each column is a tablet bearing the name of the state or territory furnishing it, together with the name of the tree, and the approximate quantity of such timber in the state or territory. The selection of representative trees has been made with the greatest care, and repetition avoided. When one particular wood was chosen by several states as a representative one, Chief Fernow, of the Government Forestry Division, has by investigation determined which state was pre-eminently entitled to be represented by it, as for instance the allotting of white pine to Maine, the famous White Pine State. Each of the several smaller entrances is made to represent a different lumber section or interest. The colonnade, fronting the lake, will probably be used for an elegant cafe, and made one of the most attractive resorts on the grounds. The roof of the building is thatched with tanbark and other similarly appropriate material. Various other rustic details are worked out in a manner which must certainly elicit much praise. A procession of flagstaffs surmounting the outward portion of the roof suggests a tentative plan to have the woods of all countries indicated by the flags thereof. Each staff will fly a national streamer, accompanied by state emblems of foreign colors, the whole constituting a very pretty and suggestive display. The official classification shows at a glance that the Forestry Exhibit will be a marvel of interest in every one of its many departments. The exhibit enables the visitor to trace timber of every variety used in construction or manufacture, whether in the rough or hewed, sawed or split, including square timber, joists, scantling, plank and boards of all sizes and kinds commonly sold for building purposes, from the seed on through growth and manufacture. Ship timber, as used in ship building, or for masts and spars; piles, timber for fencing, for posts, or for timbering mines, will be shown, together with ornamental wood used in furniture and decorating, such as hard and fancy woods, mahogany logs, rosewood, satin wood, ebony, bird's-eye maple, madrona, black walnut veneer, and other fancy woods. The preparation of timber to resist decay will be shown, as also will dyeing, tanning and

coloring woods, and various vegetable substances in their raw state, as logwood, Brazil and peach wood, fustic, sumac; bark of various kinds, Brazilian, accacia, oak, hemlock, murici, bicida, gordonia, galls, excrescences, and abnormal woody products. Mosses used for dyeing and coloring. Seeds and fruits, for ornamental purposes, are included in this exhibit, such as vegetable ivory, coquilla nuts, cocoanut shells, ganitrus beads, etc. Wood pulp, for making paper and other objects, will be found on exhibition; while woodenware generally, as pails, tubs and broom corn and cooper's stock. A rare exhibit of willowware can be found there. Magnificent studies in Forest botany will be afforded in an exhaustive showing of the distribution of forests, of genera, with maps of species. The anatomy and structure of woods, (veneer sections) and photo-micrographs. Of particular interest will be the peculiarities of Forest growth, such as cyprus knees, burls, diseases of forest trees and timber, including injurious insects. Implements and machines used for planting, and means of protection against insects, animals, climate, etc., are included. The growth of different ages and soils is finely shown. The literature and educational means employed in connection with Forestry will be accessable to the visitor. Lumbering and harvesting of forest products, including logging and transportation, together with the implements, machines, etc., employed in the same will be found—exhibits that no visitor should miss seeing. The turpentine and charcoal industries may be seen in all their varied processes. These are but a few of the multitude of things which the visitor will find to interest him at this very novel building. The display of the various kinds of timber grown in the country form in itself one of the most interesting displays of the entire Fair. The visitor sees redwood from California, whitewood from Tennessee, black locust from Nebraska, elm from Massachusetts, ash from Ohio, red pine from Wisconsin, hickory from Kentucky, long-leaf pine from Georgia, short-leaf pine from North Carolina, Pennsylvania hemlock, Missouri sycamore, Michigan beech, Maryland chestnut, West Virginia black cherry, cypress from South Carolina, Florida red cedar, Mississippi sweet gum, pecan from Texas, bois d'arc from the Indian Territory, Kansas catalpa, mountain white pine from Montana, New Mexico cottonwood, Bull Bay magnolia from Louisiana, Vermont sugar maple, yellow birch from New Hampshire, Douglas spruce from Idaho, Oregon sugar pine, North Dakota canoe birch and South Dakota box elder, lodge-pole pine from Wyoming, Engleman spruce from Colorado, post oak from Iowa, lobloliy pine from Virginia, etc. From whatever state the visitor may come he will be refreshed with a sight of great specimens of his home Forestry, conspicuously placed, for in this novel building the exhibit of no one state occupies a more conspicuous position than another. This Forestry exhibit has a still greater significance. It is a serious thought and one which carries with it much solicitude to the manufacturing circles in particular, that the forests of America are being rapidly swept away by the insatiable needs of our marvelous civilization. We can no longer measure by centuries the time which separates us from the period when the phrase „American forests" will apply only to a recollection of something that *was* but *is* no more. In view of these sober facts looking us in the face there can be no doubt but that never again in the history of our loved America will there be seen so varied, so magnificent a Forestry exhibit. Therefore, reader, whether your home be under the bright, warm skies of California or in Alaskan lands; whether you dwell amid the glades of Florida or by the waters of the Atlantic, you should, by all means, visit this marvelous exhibit. In size, the wonderful structure is 200x500 feet, and cost over $100,000, taking into consideration the fact that a large part of the material and much of the work was contributed. The contractors are:

Joseph Eastman, 126 Dearborn Street, Chicago, lathing and plastering, $1,571.00; Bailey, Kœrner & Co., 334 Sixty-third Street, Chicago, carpentry and iron work, $58,398.00; James A. Miller & Brother, 129 South Clinton Street, Chicago, skylights, $6,900.00; Reilly & Barker, 527 West Madison Street, Chicago, painting and glazing, $5,193.00.

ART BUILDING.

ART PALACE.

ORE THAN TWICE as long as the Art Building at the Centennial, Philadelphia, 1876, is the Art Palace of the World's Columbian Exhibition, Chicago, 1893. Notwithstanding this fact, and another, namely, that the standard has been raised so much higher than was that in 1876 as to make admission equivalent to securing a premium, every one of the 200,000 square feet of floor space, together with the nearly as much of wall space, has been fully occupied. It is only when one comes to carefully consider these facts that their meaning in all its breadth and vastness begins to be at all understood. From the inception of this World's Fair project of 1893 it was expected that the Art Exhibit would be great in every meaning of the term. The management was simply astounded, however, particularly in view of the raising of the standard of excellence, when the applications for space began rolling in as they did, especially from the great art centers of the Old World. So eagerly was space sought for by the more famous artists, galleries, societies, etc., in various portions of the globe that ocean cables were used for the transmission of lengthy enquiries, with a lavishness that the postoffice department might have envied. To say that all this display of eagerness—which indeed has prevailed in connection with all departments of this World's Fair—argued emphatically for a wonderful success, will be readily appreciated. With that spirit of liberality which, abroad, has come to be considered as distinctively American, the managers of the Art Palace at once redoubled their efforts, and the general management of the Fair assured them that everything needed, to accommodate the great number of exhibitors, would be immediately provided. And it was. The result is such a grand and marvelous display of high art exhibits as probably never was before gathered together in one place. Paris and London have enjoyed some famous displays of this nature which have set the world agog, but it is a notable fact that the magnificent record made by those exhibits is now eclipsed by the display at the World's Columbian Exhibition, Chicago, 1893. Let us glance at the structure where this wonderful Exhibit of Fine Arts is to take place, and at its surroundings.

The architecture of the building is of the Grecian-Ionic style, being the purest type of the most refined classic school. The building is oblong, 500 by 320 feet. It is intersected on the north, south, east and west by a great nave and transept 100 feet wide and seventy feet high, at the intersection of which is a great dome sixty feet in diameter. One hundred and twenty-five feet is the distance to the top of the dome, which is surmounted by a colossal statue of the type of famous figures of Winged Victory The transept has a clear space through the center of sixty feet, being lighted entirely from above. On either side are galleries twenty feet wide and twenty-four feet above the floor. The collections of sculpture are displayed on the main floor of the nave and transept, and on the walls both of the ground floor and of the galleries are ample areas for displaying the paintings and sculptured panels in relief. The corners made by the crossing of the nave and transept are filled with small picture galleries. Around the entire building are galleries forty feet wide, forming a continuous promenade around the classic structure. Between the promenade and the naves are the smaller rooms devoted to private collections of paintings and the collections of the various art schools. On either side of the main building, and connected with it by handsome corridors, are very large annexes, which are also utilized by various art exhibits. Through four great portals the visitor may enter the main building. These portals are richly ornamented with architec-

tural sculpture, and approached by broad flights of steps. The walls of the loggia of the colonnades are highly decorated with mural paintings, illustrating the history and progress of the arts. This feature is one upon which the visitor will find himself dwelling long and with absorbing interest. The frieze of the exterior walls and the pediments of the principal entrances are ornamented with 'sculptures and portraits in basrelief of the masters of ancient art. The general tone or color of the building is light gray stone. Although of a temporary character, the construction is necessarily fire-proof. The main walls are of solid brick, covered with "staff," architecturally ornamented, while the roof, floors, and galleries are of iron. All light is supplied through glass skylights set in iron frames. None of the Exhibition buildings are more beautifully located, being in the northern portion of the Park, with the south front facing the lagoon. The building is separated from the lagoon by beautiful terraces, ornamented with balustrades, with an immense flight of steps leading down from the main entrance, where there is a landing for boats. The north front faces the wide lawn and the group of State buildings. The immediate vicinity of the building is ornamented with groups of statues, replica ornaments of classic art, such as the Choriagic monument, the "Cave of the Winds," and other beautiful examples of Grecian art. The ornamentation also includes statues of heroic and life-size proportions. Considered aside from the exhibits, the building itself, with its ornamentation, proves a grand vision of the beautiful in art, such as amply repays a journey across continents to see. Look at it ever so long and you will be continually discovering new features which command wonder and admiration. In this respect it is a most wonderful building, and demonstrates, to a striking degree, of what American genius is capable in art architecture. Hard indeed would it be to conceive of a structure which spoke its object more clearly and definitely. Brilliantly does it represent our advancement to the front rank in the study of beauty in construction and adornment, and royally well does it serve its high purpose. At night the mellow radiance of 12,000 electric lights, incandescent, will lend a wondrous enchantment to this beautiful temple of art. In this connection it will be of interest to note that a grand feature of the Fair will be nightly illuminations by electricity of the entire grounds. This scheme involves the employment of 5,180 arc lamps of 2,000-candle power each, and 14,700 incandescents of sixteen-candle power each. To return to the Art, it will be noticed that the interior arrangement is particularly favorable to every visitor seeing all of the exhibits. Very special attention has been given to this feature in the construction, the architects having not only profited by the experience afforded by past World's Fairs, but have called into use new features obtained from that inexhaustible field—American genius. The comfort of visitors has been studied fully as much as the requirements of the exhibits, and this is shown especially in the matter of providing for visitors seeing only a part of the "sights," if they desire. After looking this structure all over a European commissioner who had served in a similar capacity upon four World's Fair occasions, remarked: "The visitor who would have changes made in this building, wants to live without eating, and nearly as impossible as is living without eating, would it be to change this Art Palace of the World's Columbian Exhibition and better the plan." We herewith append the names of contractors with the amount of their bids:

A. Gotlieb & Co., Major Block, Chicago, structural iron work, $51,400.00; Steinmets & Eilenberger, Hinman and Throop Streets, Chicago, carpentry work, $78,793.00; J. G. McFarland, 2511 State Street, Chicago, roofing, sheet metal work and skylights, $42,855.00; John Griffiths, 40 Lakeside Building, Chicago, masonry work, $149,700.00.

AGRICULTURAL BUILDING.

HALL OF AGRICULTURE.

UDDENLY to open one's eyes upon the rich, heavy architecture, with heroic columns, and sumptuous ornamentation of the Agricultural Building, is to bring to mind a picture we have seen somewhere, perhaps of an old Moorish Palace or Roman Senate House. It may not have been either of these! At any rate you will find the Agricultural Building of the World's Fair, 1893, calls up before your mind some wonderful drawing rich in architectural grandeur of the Old World type. The building is 500 by 800 feet, its longest dimensions being east and west. The north line of the structure is almost on a line with the pier extending into the lake, on which great columns, emblematic of the forty-four States, are raised. The entire west exposure of the building faces a branch of the lagoon that extends along the north side. A massive single story, the general cornice line of which is sixy-five feet above grade, describes the heighth of the building walls, although the roof rises much higher. On either side of the main entrance are mammoth Corinthian pillars, fifty feet high and five feet in dian.eter. Pavilions are reared on each corner and from the center of the building, the center one being 144 feet square. The corner pavilions are connected by curtains, forming a continuous arcade around the top of the building. The main entrance leads through an opening sixty-four feet wide into a vestibule, from which entrance is had to the rotunda, 100 feet in diameter. This is surmounted by a mammoth glass dome, 130 feet high. All through the main vestibule statuary has been designed, illustrative of the Agricultural industry. Similar designs are grouped about all of the grand entrances in the most elaborate manner. The corner pavilions are surmounted by domes ninety-six feet high, and above these tower groups of statuary. The design for these domes is that of three women of herculean proportions, supporting a mammoth globe. The Agricultural Building covers more than nine acres, and its Annex about 3.5 acres. The Forestry and Dairy Buildings, which will, of course, be inexpensive in construction, cover about thirty acres. All of these structures together cost nearly $1,000,000, and afford most extensive and gratifying provision for exhibiting and subserving the Agricultural and allied interests. Close by the Agricultural Building and its Annex are the buildings of the Forestry and Dairy exhibits. These measure, respectively, 200 by 500, and 95 by 200 feet. In the Forestry Building the visitor may see a very extensive exhibit illustrating forestry resources and products. In the Dairy Building he may be a pupil of a dairy school, scientifically conducted, and may watch the tests which will determine the respective merits of different breeds of cattle as milk producers. The exhibits of grain, and farm products in general, will be on a scale never before approached on any similar occasion. These displays, as well as those in all departments, cannot fail to greatly enhance American interests, which never yet have suffered by comparison with the products of other countries. The exhibits of grain are being looked forward to by people of the world at large with great eagerness, in view of

the serious bread problems which are agitating several foreign nations as never before in their history. Many of these foreign powers make no secret of the fact that they intend sending skilled representatives to this Exposition, with the hope of getting light which will enable them to solve the vital and widely distressing problems which harrass their people. America has furnished such light in the past, and she will gladly do so again, and to a much greater extent, since her citizens have made numerous great discoveries and improvements in Agricultural matters, especially during the past few years. And, too, Americans will find much to learn in this Agricultural Building from the enormous exhibits which foreigners are now sending to Chicago. The London and Paris World's Fairs as well as the Centennial proved that foreign nations were pushing the United States very close in this matter of Agricultural improvements, and our farmers may well spend all necessary time in preparing their exhibits for this department. The interior arrangements of the Agricultural Building will in a thousand ways, which we have not been able to so much as hint at in this sketch, facilitate to a degree never before attained a complete and conspicuous exhibition of every exhibit. No opportunity has been left whereby to hide exhibits by burying them in a dark corner. There are no "dark corners" in this palatial hall of Agriculture, and another meaning which may be attached to this fact is that everything which goes upon exhibition here must "face the music" of a world-full of competitors—must stand out bold and alone upon its individual merit. Here the wheatfields of the Nile will again renew acquaintance with those of the Mississippi, and the nodding grain of India will again exchange greeting with its fat and famous cousins in the western world. Here the best of all the yield in God's broad garden will be brought together for the good of each,—one for the other. And by this bringing, the world will have been made richer and be enabled to take grander strides than ever toward the higher improvement of all the advantages which have been placed in the unwritten catalogue of man's boundless possibilities. The following are the contractors, together with amount of their bids:

William Mavor, 167 Dearborn Street, Chicago, carpentry work, $244,450.00; Joseph Eastman, 126 Dearborn Street, Chicago, exterior covering, $87,000.00; William B. White, 62 Pacific Avenue, Chicago, roofing and skylights, $82,943.00; Reilly & Barker, 527 West Madison Street, Chicago, painting and glazing, $9,243.00; Joseph L. Eastman, 126 Dearborn Street, Chicago, lathing and plastering, $6,793.00; Phillip Martiny, 121 East Seventeeth Street, New York, sculpture model work, $16,000.00; Ellin Kitson & Co., 513 West Twenty-first Street, New York, plaster model work, $9,780.00.

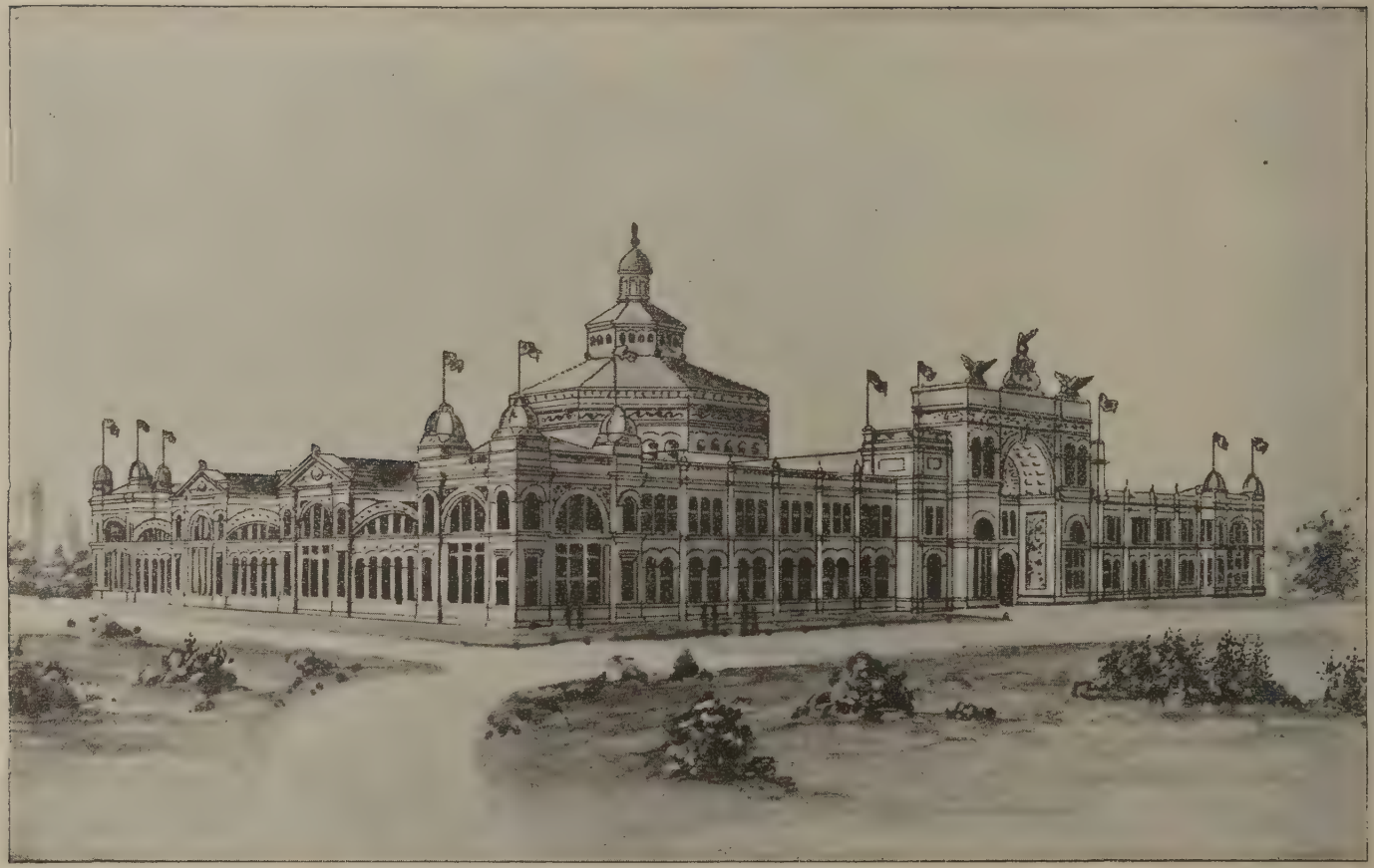
WOMEN'S BUILDING.

WOMEN'S BUILDING.

N NO CONNECTION do women occupy so exalted a place in home, social and even business circles as is the case in America. How befitting is it then that upon the notable occasion just at hand they should he honored with a department exclusively their own, and provided with one of the most magnificent structures on the World's Fair grounds. Encompassed by a wealth of luxuriant shrubs and beds of rare flowers, the Women's Building stands out conspicuously in all its whiteness of coloring against a background of stately oaks. The location is the northwestern portion of the grounds, separated by a generous distrnce from the Horticultural Building on one side and the Illinois State Building on the other, and facing the great lagoon with the Flowery Island as a vista. Among a large number of sketches submitted in competition for this building by women in all portions of the country, the Board of Lady Managers selected one prepared by Miss Sophia G. Hayden, whose harmony of grouping and gracefulnese of details indicated the true architectural scholar, and to her was conceded the first prize of $1,000, and also the execution of the design. Miss Hayden, who was a graduate from the School of Technology, in Boston, immediately went to Chicago and personally made the plans and elevation for the structure. Directly in front of the building the lagoon takes the form of a bay, about 400 feet in width. From the center of this bay a grand landing and staircase leads to a terrace six feet above the water. Crossing this terrace other staircases give access to the ground, four feet above, on which, about 100 feet back, the building is situated. The first terrace is designed in artistic flower beds and low shrubs, forming, with the creamy white balustrades rising from the water's edge, and also in front of the second terrace, a charming foreground for the fine edifice. The principal facade has an extreme length of 400 feet, the depth of the building being held this distance. Italian renaissance is the style selected. Its delicacy of lines is well adapted to represent this temple for women. The main grouping consists of a center pavilion flanked at each end with corner pavilions connected in the first story by open arcades in the curtain, forming a shady promenade the entire length of the structure. The first story is raised about ten feet from the ground line, and a wide staircase leads to the center pavilion. This pavilion, forming the main triple-arched entrance with an open colonnade in the second story, is finished with a low and beautifully proportioned pediment enriched with a highly elaborate bas-relief. The corner pavilions, being like the rest of the building, two stories high, with a total elevation of sixty feet, having each an open colonnade added above the main cornice. Here are located the Hanging Gardens, together with the committee rooms of the Board of Lady Managers. A lobby forty feet wide leads into the open rotunda seventy by sixty feet, reaching through the height of the building, and protected by a richly ornamented skylight. This rotunda is surrounded by a two-story open arcade delicate and chaste in design. On the first floor, on each side of the main entrance,

and occupying the entire space of curtain, are located, on the left a model hospital; on the right a model kindergarten, each occupying eighty by sixty feet. The whole floor of the south pavilion is devoted to the retrospective exhibit; the one on the north to reform work and charity organization. Each of these floors is 80x200 feet. The curtain opposite the main front contains the Bureau of Information, Library, records, etc. The second story, above the main entrance, contains ladies' parlor, committee rooms and dining rooms, all leading to the open balcony in front. The whole second floor of the north pavilion incloses the great assembly room and clubroom. The first of these has an elevated stage for speakers. The south pavilion contains the model kitchen, refreshment rooms, reception rooms, etc. Exhibits of only the most brilliant achievements of women will be admitted to this building, the standard being so high that admission will be equivalent to a premium. The library will show how for many years women wrote nothing at all; then commenced novel-writing and story-telling, thus showing their imagination and fancy; and later, when education came to them how they became, to an extent, authorities on science, art and philosophy. Interpretors and guides will be provided, at this building, for lady visitors who do not speak our language. A probable feature of the Woman's Building will be a series of fifteen minutes or half-hour talks in the assembly room, which seats 1,700 people, in the morning before the buildings become crowded. These talks will be given by celebrated specialists, in the various lines of woman's work, representing all quarters of the globe. It is suggested that one wing of the building be used for the exhibition of benevolent institutions of women, in which will be shown all the charities and beautiful philanthropies instituted and carried on by them, and that a Colonial and historical exhibit of all the finer objects associated with the early history of our country, together with many artistic products that have been developed in the past by the taste of women, such as beautiful lace, old silver, old jewels and fans, antique costumes and everything of that nature. The space afforded by the building is ample, there being 65,000 square feet on the ground floor and 58,500 square feet of gallery space. The building cost, in round numbers, about $1,140,000, and that this money has been most creditably expended the world will have ample proof when it comes to see it in 1893. There have been Women's departments at other World's Exhibitions, but never has there been such vast preparation and so great an expenditure of money, looking to the showing of Woman's work as in the present instance. Many of the most brilliant, capable and energetic women in the land have been working for this exhibit for very many months and nothing, it may be asserted, has been omitted that would contribute to the comprehensiveness of the department. By sending their representatives to foreign countries the Board of Lady Managers of the Fair has awakened an interest which is unprecedented in the matter of women's work. An enthusiasm has been inspired which seems, literally, to be boundless, and the only result of which must be a showing of exhibits such as will prove interesting to an all-absorbing degree. The following are the names of the contractors, with the amount of their bids, for the construction of the building:

J. G. McCarthy, 202 Washington Boulevard, Chicago, painting and glazing, $4,000.00; Probst Construction Company, 84 La Salle Street, Chicago, lathing and plasteriug, $6,500.00; Probst Construction Company, 84 La Salle Street, Chicago, lathing and plastering, extras; Steinmetz & Eilenberger, Hinman and Throop Streets, Chicago, carpentry, $52,587.00; Phillipson Decorative Company, 250 Wabash Avenue, Chicago, exterior covering, $25,775.00; Turnbull & Cullerton, 198 La Salle Street, Chicago, roofing and skylights, $5,585.00; Leopold Bonet, 1449 State Street, Chicago, plaster model work, $3,300.00; Steinmetz & Eilenberger, Hinman and Throop Streets, Chicago, extra order No. 16 on carpentry work, $8,294.12; Steinmetz & Eilenberger, Hinman and Throop Streets, Chicago, extra order No. 17 on carpentry work, $7,356.00.



U. S. GOVERNMENT BUILDING.

GOVERNMENT BUILDING.

HOSE WHO VISIT the World's Fair, Chicago, 1893, will encounter a legion of superb surprises, but probably none will be so entirely complete as that which is housed by the Government Building. To very many people the mere sight of the word "Government," no matter what the connection, seems to immediately suggest something plain, ponderous and dull, but after all a mighty good thing to have around when there's any fighting to be done. The prevalence of this idea is just what will add intensity to the surprise in store for those who make a point of thoroughly seeing the contents of the United States Government Building. Once inside of this structure you have an opportunity to do something you never did before. If you visit the Government Building at the World's Fair in Chicago, in 1893, you will be given a chance to walk all over the United States in ten minutes, and without touching it! That's a big story, sure, but it's the truth. Now listen: One of the most marvelous and interesting exhibits that Uncle Samuel has ever prepared—and you know that Sam doesn't fool with exhibits very much—is a mammoth map of the United States, about 400 feet square, or about the size of a block of city property. This is accurately constructed of plaster paris, and is placed horizontally on the ground with a huge covering over it, and provided with galleries which allow the visitor to "walk all over the United States, without touching it." This model is built on a scale showing the various chains and exact height of mountains, the courses and depths of the rivers, and everything, even to the curvature of the earth. No such gigantic map or fac-simile of a country was ever before seen in all the history of the world. And this huge and wonderful reproduction of the surface appearance of the United States will figure not alone as a thing of all absorbing novelty, but as one of the grandest, most thoroughly effective lessons in American geography that could possibly be conceived. It will be a lesson, learned in a few minutes, that will give, particularly the youth of our country and foreigners, a clear, exact and comprehensive knowledge which months of travel under the most auspicious circumstances could not furnish. It represents the best and the combined labor of the greatest of American scholars, at the direction of the Treasury Department of the Government. To the person viewing this marvelous work it will be as if he had ascended high enough in air to be able to view the entire continent of North America—something which, of course, would be utterly impossible, and hence the great advantage of being able to see this mighty representation. This, however, is but one feature of the Government exhibits. Before noticing others let us learn something of the Exhibit Building itself. It is delightfully located near the lake shore, south of the main lagoon and of the area reserved for the Foreign Nations and the several States, and east of the Woman's Building. The buildings of England, Germany and Mexico are near by to the northward. Classic in style, it bears a strong resemblance to the National Museum and other Government Buildings at Washington. It covers an area

of 350 by 420 feet, is constructed of iron, brick and glass, and cost $400,000. Its leading architectural feature is a central octagonal dome 120 feet in diameter and 150 feet high, the floor of which will be kept free from exhibits. The building fronts to the west, and connects on the north by a bridge over the lagoon with the building of the Fisheries exhibit. The south half of the Government Building is devoted to the exhibits of the Postoffice Department and Agriculture. The north half is devoted to the exhibits of the Fisheries Commission, Smithsonian Institute and Interior Department. The State Department exhibit extends from the rotunda to the east end, and that of the Department of Justice from the rotunda to the west end of the building. The allotment of space for the several department exhibits is: War Department, 23,000 square feet; Treasury, 10,500 square feet; Agriculture, 23,250 square feet; Interior, 24,000 square feet; Postoffice, 9,000 square feet; Fishery, 20,000 square feet, and Smithsonian Institute, balance of space. The Treasury Department exhibit is in charge of Assistant Secretary Nettleton. He matured the plans whereby the Mint, the Coast and the Geodetic Survey, the Supervising Architect of the Treasury, the Bureau of Engraving and Printing, the Bureau of Statistics, Life-Saving Board, Lighthouse Board and the Marine Hospital all have their exhibits. The authorities of the Mint show not only a complete group of the coins made by the United States, but a large number of the coins of foreign countries. The Supervising Architect of the Treasury shows a number of photographs of all the public buildings of the Capital. These include not only the buildings but also the parks and reservations. The Bureau of Engraving and Printing shows many new bills under framing. These include a sample of every bill of every denomination that the United States Government now authorizes as money. A Life-Saving Station is built and fully equipped with every appliance, and a regular crew goes through all life-saving manœuvres. This will prove an exceedingly interesting feature particularly to the young. The Quartermaster's Department shows lay-figure officers and men of all grades in the army, mounted and on foot, fully equipped in the uniform of their rank and service. Aside from these there are nineteen figures, showing the uniforms worn during the Revolutionary War and the War of 1812, together with thirty-one figures showing the uniforms in the Mexican War. A novel exhibit is that of a telephone as used on the battle-field. The heliograph, which practically annihilates distance in the matter of talking, is shown in full operation. All means of army telegraphing and signaling with batteries, lines, cables, bombs, torches, etc., are shown with great elaborateness. Captain Whipple, of the Ordnance Department, has arranged for an extensive exhibit of huge guns and explosives. At certain hours of the day there are regular battery drills and loading and firing of pieces. Many of the guns used are the finest of their kind in the world. The Medical Bureau occupies a hospital built expressly for its use, and which is operated by a corps of hospital nurses and doctors. It is simply impossible to do more here than give the main, general points of interest in connection with the Government Building and its exhibits. It is simply remarkable the almost unending amount of interesting matter which has been crowded into this building. No such wonderful display was ever gotten together before by the Government at any time in its history. The appliances which have been devised in connection with the various departments since the last World's Fair, and particularly since the Centennial, are numbered by the score, and show with greater clearness than perhaps anything else the marvelous advancement made by this Government in all such matters. In attendance upon these Government exhibits will be found a small army of Government officials and subordinates who will devote their entire time during the Exhibition to carefully explaining all about the exhibits, giving the history and various uses to which they are applied. It may be noted in particular that the Fisheries and Smithsonian exhibits in the Government Building will each be found a World's Fair in themselves, and will be found worthy of one or more entire day's attention. And as much may also be said of the Treasury Department's exhibit.

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BATTLE SHIP.

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N THE LINE of a Naval Exhibit nothing has ever before been attempted at a World's Fair. The idea—like very many others—is original with Americans, and goes the greater to emphasize the fact of what a surpassingly interesting Exhibition the United States is preparing to open to the world in 1893. No violence whatever will be done the truth when it is stated that with the exception of the Eiffel Tower in Paris there have been no great innovations of an original nature at World's Fairs in the past. With equal truth can it be said that the Exhibits of this nature which will claim attention in Chicago, 1893, will be nothing less than astounding in their originality, proportions and high degree of genuine merit. The Naval Exhibit which will be made by the United States on this occasion has become the talk of all other powers, particularly those of Europe who have commented upon the Government announcements in this connection to an extent which seemingly would only be surpassed were the United States Navy preparing for war with some one of the great nations of the Old World. The spirit and even the letter of this is being indulged. The structure in which the United States Naval Exhiblt will be made is one which to all outward appearances, is a faithful, full-sized model of one of the new coast-line battle ships designed by the Bureau of Construction and Repairs of the Navy Department, and now being built at a cost of about $3,000,000 each, by Philadelphia and San Francisco construction companies. This imitation battle ship of 1893 is erected on piling on the lake front in the northwest portion of Jackson Park. It is surrounded by water and has the appearance of being moored to a wharf. To the uninitiated the deception will be complete in every particular. The dimensions are those of the real battleship, namely: Length, 348 feet; width, amidships, 69 feet 3 inches, and from the water-line to the top of the main deck, 12 feet. Centrally placed on this deck is a superstructure 8 feet high with a hammock berthing on the same 7 feet high, while above these are the bridge, chart-house and the boats. At the bow of the ship there is a cone-shaped tower called the military mast, near the top of which are placed two circular "tops" as receptacles for sharpshooters. In each of these tops rapid firing guns are mounted. From the water-line to the summit of this military mast the height is 76 feet, and above is placed a flagstaff for signalling. The battery mounted comprises four 13-inch breach-loading rifle cannon; eight 8-inch breach-loading rifle cannon; four 6-inch breach-loading rifle cannon; twenty 6-pounder rapid-firing guns; six 1-pounder rapid-firing guns; two Gatling guns, and six torpedo tubes or torpedo guns. All of these are placed and mounted respectively as in the genuine battle ships. Certainly that is enough of real war implements to satisfy the most abnormal craving of any youth. The superstructure shows the cabin, staterooms, lavatories, lactrines, messrooms, galley and fittings, mess-table for crew, lockers, berthings, etc.; also the manner in which officers and enlisted men live, according to the rules of the Navy. On the superstructure deck and bridge is

shown the manner in which the rapid-firing guns, search lights, boats, etc., are handled. The entrance to the conning tower is from the deck, in which are all appurtenances that the captain has at his disposal when taking the ship into battle and during the progress of a fight at sea. On the berth deck the visitor will see the various fittings pertaining to the hull, machinery and ordnance; ordnance implements, including electrical devices, gun-carriage motors and range finders; models showing typical ships of the past and present; samples of the provisions, clothing, stores and supplies, bunting, flags, etc.; in short, the thousand and one things that go to make up the outfit of a man-of-war. An electric-light plant is provided, and provision is made for heating with steam. The traditional costumes of the sailors of the Navy from 1775 to 1848 are shown by men dressed in those costumes. On the starboard side of the ship is shown the torpedo protection net, which stretches along the entire length of the vessel. Steam launches and cutters ride at the booms, and all the outward appearance of a real ship of war is fully, clearly and completely imitated. Thus it will be seen that this United States Naval Exhibit is perfect in its completeness and full-sized representation. It will provide a unique study of all-absorbing interest for the millions who visit the Fair, and particularly to the boys of America. Vast numbers of people who otherwise would never catch a glimpse of a man-of-war, and who, with all that they may have read, have never found anything like a correct idea of the magnitude of a man-of-war will be given such a treat the opportunity for which is afforded but once in a lifetime. Paragraphers at home and abroad have been inclined to make considerable sport of America's naval equipment. And there has doubtless been a certain small degree of ground for this, but no one who visits the World's Fair of 1893 and gazes upon this monster as it apparently rides at anchor in the harbor at Jackson Park, will go away without feeling that, after all, the United States Navy as there represented is certainly no myth, while on the other hand it will be seen that it possesses battle ships which challenge comparison with those of any nation in the world, and, indeed, some which are superior to any afloat. At stated times on each day of the Fair, displays in the matter of handling the guns, signals, etc., as occurs in time of battle on the sea, will be made, employing a full quota of man-of-war's-men throughout, under the direction of regular officers of the United States Navy. The design for the exhibit was conceived by Captain C. R. Meade, U. S N., the Naval Director and member of the Board of Control and Management of the United States Government Exhibit. The details of Captain Meade's plan were worked out, however, by one of the leading draughtsmen of the Bureau of Construction, Mr. F. W. Crogan, assisted by Mr. Middleton, draughtsman from the office of the Supervising Architect of the Treasury Department, and Lieutenant E. D. Tansig, U. S. N., who were detailed by the Navy Department. It is doubtful whether in all history -certainly not in modern—there has ever been such a representation of naval belongings laid before the world as this. Ordinarily the policy of nations in respect to such things has been one of secrecy, in part at least. Since the extent and completeness of the plan for the exhibit of a man-of-war have been published, it has been discovered that representatives from nearly all foreign navies are planning to give this part of the big show a great deal of very searching notice. Uncle Sam simply laughs, however, and winkingly observes that our foreign cousins are very welcome to all the pointers they can secure, for he knows that while they are returning home his Yankee children will have contrived a few wonderful inventions here and there that will make the pointers of no effect so far as giving those who secured them any material advantage over us. It may also be observed that the old gentleman never shows his entire hand to those who may possibly one day be enemies. Have no fears about Uncle Sam. He is sufficiently foxy for the best of them!

HORTICULTURAL BUILDING.

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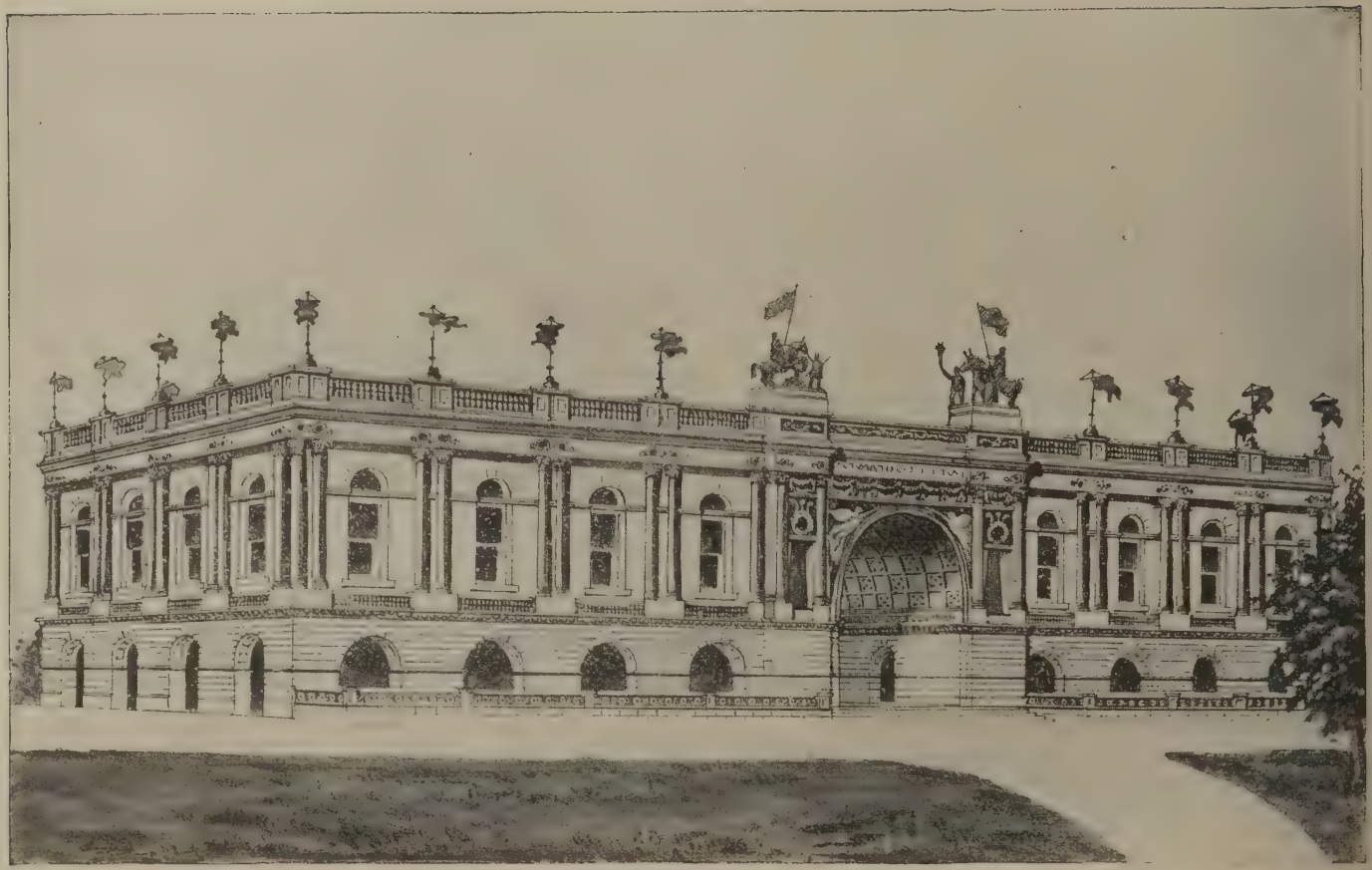
"CRYSTAL PALACE" is what many visitors will undoubtedly call the Horticultural Building of the World's Columbian Exhibition. And apparently there will be much reason for so doing. The general outline of the building, viewed as a whole, seems to realize the idea which many persons entertain regarding the appearance of a palace, while the lavish use of crystal in the great dome and arched roof of many portions of the structure seems to complete the reason for terming the beautiful building a Crystal Palace. The roof and dome alone of the Horticultural Building cost, in round figures, nearly $100,000, which is but a third of the cost of the bare building alone, to say nothing of the immense sums expended in arranging for the extensive exhibits in this department outside of and surrounding the structure itself. Great waves of fragrance, rich to intoxication and breathing the sensuousness of southern seas, meet and steal o'er the visitor as a dream of bliss. Wandering from the domes of sparkling crystal and the minarets of shining gold, his gaze feeds upon the beauty of hanging gardens swung amid tall palms, tree ferns, and rare Egyptian verdure. The Orient, as well as our own beautiful land,—all fields where tree, or shrub, or flower grows, whatever the sky which bends over them, — have yielded up to this Horticultural exhibit of the worlds great contributions of their stateliest trees, their most gorgeous flowers, as well as their most modest shrubs and tiniest blossoms. The world has withheld lavish specimens of nothing with which Nature decks herself when in her merriest moods. Flowers growing amid their native snow and ice, brought from the crest of the Alps, will peer through the glass of their freezing conservatories upon langurous cousins in chambers whose torrid heat tells of African jungles. Vines which grew and toughened into ropes of steel around pinnacles of Arctic glaciers, will be seen side by side with those whose soft and tender bodies lengthened in the rich, warm valleys of sunny France. From whatever country the visitor may come he will find in this Horticultural Building shrubbery and flowers from his home, growing as bright and beautiful as though on their native soil. What feature could be thought of that would occasion more genuine delight than this? How welcomed, what a sincerely happy surprise it is when one is journeying in a foreign land to meet reminders of home. The exhibit of seeds will be equally as extensive as that of flowers, and in this connection it may be stated that an interesting little exhibit will consist of a series of glass cases showing the growth of various members of the horticultural family from the decaying of the seed to the appearance of the sprout at the top of the ground. A thousand or more similar little features of a special nature have been arranged which will prove of untold interest to visitors generally. Horticultural implements will be made one of the specialties of this department, and many new inventions will be shown for the first time at this Exhibition. The records of all previous World's Fairs show that Americans have usually led in matters pertaining to horticultural implements as well as machinery of all kinds, and

they may be depended on not only to sustain their record in '93, but to supplement it with many laurels. The architecture follows the Italian school. Additional to the features already noticed, in front is a flower terrace for outside exhibits, including tanks for Nymphæa and the Victoria Regia. The front of the terrace, with its low parapet between large vases, borders the water, and at its center forms a boat landing. The building is 1,000 feet long, with an extreme width of 250 feet. The plan is a central pavilion with two end pavilions, each connected with the central one by front and rear curtains, forming two interior courts, each eighty-eight by 270 feet. These courts are beautifully decorated in color and planted with ornamental shrubs and flowers. The center pavilion is roofed by a crystal dome 187 feet in diameter and 113 feet high, under which are exhibited the tallest palms, bamboos, and tree ferns that can be found. There are galleries in each of the pavilions. The galleries of the end pavilions are designed for cafes, the situation and the surroundings being particularly adapted to recreation and refreshment. These cafes are surrounded by an arcade on three sides, from which charming views of the grounds can be obtained. In this building is where are exhibited all the varieties of flowers, plants, vines, seeds, horticultural implements, etc. Those exhibits requiring sunshine and light are shown in the rear curtains, where the roof is entirely of glass and not too far removed from the plants. The front curtains and space under the galleries are designed for exhibits that require only the ordinary amount of light. Provision is made to heat such parts of the building as require it, this provision being as perfect for the very exacting requirements which prevail regarding many of the exhibts, as human ingenuity in this century can devise. The exterior of the building is of "staff," tinted to a soft warm buff, color being reserved for the interior and courts. As previously observed, it is utterly impossible, with the limited book-space at hand, to give more than the briefest notice to these palatial exhibition houses. That they will exceed all legitimate expectation, that they will prove even more profound studies in the most advanced of architectural lines, and that they will be found as truly beautiful and desirable as the most exacting critics might wish to see, every visitor to the World's Columbian Exhibition will certainly decide. Many of the older countries are doubtless of the impression that they have not much more to learn in the matter of horticulture, but we are under the impression that they will be most agreeably surprised in what will be shown in that line in Chicago in 1893. We append a list of the contractors, showing the amount of their bids:

Cudahy, Nelson & Vanden Bergen, 193 Wabash Avenue, Chicago, exterior covering, $47,000.00; Probst Construction Company, 94 La Salle Street, Chicago, iron work of dome, $30,140.00; McArthur Brothers, 811 Royal Insurance Building, Chicago, carpentry work, $90,500.00; The W. H. Stubbings Company, 575 West Madison Street, Chicago, painting and glazing, $4,471.00; Phillipson Decorative Company, 250 Wabash Avenue, Chicago, lathing and plastering, $4,490.00; James A. Miller & Brother, 129 South Clinton Street, Chicago, roofing and skylights, $43,386.00; Leopold Bonet, 1449 State Street, Chicago, plaster model work, $2,900.00; Lorado Taft, 103 State Street, Chicago, sculpture work and modeling, $4,000.00.



ASSEMBLY HALL.

ASSEMBLY HALL.

N the south part of the grounds, connecting the Agricultural and Machinery buildings, is Assembly Hall, which will contain office headquarters, committee rooms, and an audience room for the use of the various national live-stock associations and farmers' organizations. While no extraordinary effort has been made in the line of architectural adornment in connection with this structure—as is the case regarding nearly or quite every other building on the grounds—yet its architecture is in perfect harmony with that of both of the noble buildings which it adjoins. All the buildings on this grand plazza are designed with a view to making an effective background for displays of every kind, and in order to conform to the general richness of the court, are enriched with colonnades and other architectural features. The design follows classical models throughout, the detail being borrowed from the Renaissance of Seville and other Spanish towns, as being appropriate to a Columbian celebration. The fronts are formed of "staff," in soft tone, while the ceilings of the porticos are emphasized with quite strong color. And in all these respects, as previously noted, Assembly Hall blends perfectly with the great structures on either side. It is not designed that Assembly Hall should be among the more noticeable structures on the grounds, inasmuch as the purposes which it subserves are in no sense on an order as to lend special identity to the building such as to attract the attention of the masses. And yet, considered from many points of view, this Hall is a place of importance. It provides a common meeting point for the organizations previously named, and the audience room will afford a place for the discussion of subjects of interest to farmers and stockmen. It will be headquarters for the live-stock exhibit, and will contain exhibits of mounted birds and animals. One of the principal features of this building is a hall which will have a seating capacity of from 1,000 to 1,500, thus furnishing ample space for public gatherings of those interested in live stock, and for the discussions of such subjects and topics which will be beneficial to the great live-stock interests of this and other countries. Prominent speakers, those capable of talking on the subject of live stock, will undoubtedly give a series of short speeches, giving the hearer the benefit of their education, experience and study on this important subject. That these talks will prove of inestimable value to breeders, in short any one interested, can not for a moment be doubted. The interchange of ideas, notes and results of experiments compared, will prove a valuable lesson to all concerned. It would be useless, in a work of this kind, which is necessarily condensed, to give anything such as a complete list of the different exhibits under the head of live stock. Suffice, however, to mention a few of the prominent ones. In the line of cattle we find Short Horn, Hereford, Aberdeen-Angus, Galloway, Devon, Red Polled, Polled Durham, Holstein-Friesian, Guernsey, Dutch-Belted, Ayrshire, Sussex, Brown Swiss, Jersey and other breeds too

numerous to mention. In horses, Thoroughbreds, Standard-bred, Hackney, Cleveland Bay, German Coach, Clydesdale, Percheron, Shire, Suffolk Punch, Belgian, French Coach, French Draft, Saddle Horses, Shetland Ponies, Jack and Jennets, besides others. In sheep, Shropshire, Southdowns, Oxford Devon, Hampshire, Cotswold, Leicester, Lincoln, Cheviot, Dorset-Horn, American Merinos, Delaine Merinos, French Merinos, with other breeds and varieties. In swine, Berkshire, Poland-China, Chester White, Yorkshire, Durco-Jersey, Essex, Cheshire, Victoria, with other varieties and breeds. In dogs, simply every known breed registered in the "American Kennel Club Stud Book," under the following two rules: First—When his sire and dam are already registered. Second—Where dogs possess an authenticated pedigree extending back three generations. In poultry, all poultry examined by a committee of three, not inferior, sick or out of condition, and that will score 85 points, according to the "American Standard of Perfection." Besides the above all the various breeds and varieties of pigeons, etc. The live-stock exhibit will begin August 24, and close October 30, 1893. The period devoted to the exhibition of animals for awards in the different divisions of live stock, at the Exposition, will be as follows: Cattle—September 11 to September 27. Horses, Jacks and Jennets—August 24 to September 6. Sheep and Swine—October 2 to October 14. Hogs—June 12 to June 17. Poultry, Pigeons and Pet Stock—October 18 to October 30. According to the general regulations of the Live Stock Department, it is desired and intended that every species, breed, variety, or family of animals, domesticated or otherwise, throughout the world be represented. The Chief of the Department of Live Stock is authorized to create classes in addition to those enumerated in the premium list, when in his judgment the interest of the Exposition will be advanced thereby; also to admit for exhibition, but not for competition or award, animals which in his opinion possess sufficient merit, interest or utility to entitle them to admission at an international exhibition. The World's Columbian Exposition being open to the world, it is important that the best animals of their kind only be exhibited thereat. For this reason the Chief of the Department of Live Stock has authority, if in his judgment any animal offered for admission to the grounds of the World's Columbian Exposition, under any entry, is not a typical representative of its kind, to exclude the same from the grounds of the World's Columbian Exposition. The management have provided accommodations for the exhibition of live stock in comfortable stalls located in buildings south of Assembly Hall. All stalls are regularly numbered; corresponding numbers on labels of uniform character being furnished exhibitors, and no animal will be allowed to pass from its stall without having its proper number attached. It will thus be seen from the above brief description that the Live Stock Department will play no small part in the sum total of attraction and success of the World's Columbian Exposition of 1893.

TOWER OF MERCURY.

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TOWER OF MERCURY.

SAY what you will, that which proves the most thoroughly and completely attractive is that in which one has a direct, personal interest, as, that company in which we are most interested is the company in which we may hold shares of stock—that in which we have a personal representation. This idea may in every instance savor of egotism, but yet this does not, cannot argue against the fact itself. It only proves the truthfulness of the old idea that a man's first thought—the thought or ambition which he worships most—is the one concerning himself. And, is it not from this same pride in that which most narrowly concerns ourself, that arise the best efforts, best endeavors, of one's life? Self pride has ever been the motive power for the accomplishment of that which reflects most favorably upon self, and consequently has resulted in things creditable to our friends, the commonwealth and the nation to which we belong. It is efforts in the satisfying and maintaining of self pride that has wrought what is undoubtedly the most striking, novel and in many ways the most valuable feature of all the features in connection with the adorning of the World s Columbian Exhibition grounds—the Tower of Mercury. It seems incredible that any other feature which, within even the greatest range of possibilities, might be produced could more completely partake of the elements of general and universal interest as this, from the fact that by the very nature of its conception and the carrying out of the plans regarding it every section of the country—unimportant as well as important—together with all the various business and labor circles of the country, find personal representation therein. And thus, furthermore, it appears incredible how anything can attract wider and more effective attention to the Fair as a whole, than the subject of these notes. Stately, handsome, and brilliantly and harmoniously varied and unique in its constructive materials the Tower of Mercury—built not for a six months but for a century—partakes, in the unsolicited opinion of many of the foremost people in the land, to an exceeding great degree of all the more desirable and necessary features which go to make up an original, superb and useful memorial. Stated in a few words the principal features of the plan are as follows: From a three-story rectangular building base eighty-five feet square there rises a tower 175 feet high. Surrounding and forming a part of this tower-topped structure are forty-four great columns, representative of the forty-four states. The structure is composed of building stone contributed by the various cities and towns in the United States, Mexico and Canada, having over 10,000 inhabitants. The stone thus contributed will be of the variety of building stone found in the locality from which it comes. It requires no skill or expert knowledge to discover at once that with the great variety of handsome building stones produced in the great districts of country indicated, the result of combining in one structure a block of each of the many varieties would result in the rearing of a

structure whose value and solidity would be rivalled only by the striking appearance that would be produced thereby. And the appearance would be not alone striking, but exceedingly rich and harmonious, for the plan for the arrangement of every stone comprehends its being set in such a manner as to make one perfect blending of colors and shades, everywhere the eye may chance to rest. Each one of the forty-four columns representing the states in the Union are composed of three sections, typical of the three largest cities in the state, while a capstone surmounting the pillar, and furnished by the state represented, contains data as to the admission of the state into the Union, the population, etc. Suitable data of a like nature, or as may please the donors of the stone, may be found upon each stone in the building. As with the columns, so with the blocks of stone composing the main structure. Each one tells its own story of locality, population, etc. The various step approaches and the stair doors, and the woodwork and general finishing and furnishing, connected with both the main structure and tower, represent memorial contributions from marble and stone workers' unions, carpenters' unions and various other labor organizations, thus forming a separate and distinct exhibit in themselves. Each of these features may, in the very nature of things, be depended upon to come fully up to the highest expectation that might be entertained regarding them. The two lower floors are intended for use as headquarters for newspaper correspondents who will attend the Fair, from all quarters of the globe. On the third floor will be found files of all the principal papers in the world, together with ample accommodations affording opportunity for friends to join friends and have their gossipy chats. It is the intention to have at least two or more papers from each county in the United States, as well as the principal papers of foreign countries, making in itself a newspaper exhibit that is not usually seen in a life time. A person can, at this Tower or newspaper headquarters, find the latest copy of their own paper, containing all home news, which will be more than welcomed and appreciated by the millions who will attend the Fair from all quarters of the globe. The Tower itself is reached by a spiral stairway, and the upper part is arranged so that it may be adapted to light-house purposes if necessary. The Tower is surmounted by a flying figure of Mercury, the messenger of the Gods of News and Commerce. The suggestion has been made that at the conclusion of the World's Fair this Tower remain at Jackson Park as an enduring memorial to the memory of Columbus, which certainly seems most fitting. As previously intimated in these notes, this very unique memorial—conceived by J. D. Jones, an old newspaper man—has received the cordial approval and endorsement of many of the best known men in the country, including several journalists of high rank. A World's Fair architect estimates that the foundations for the memorial, and the putting together of the materials donated, will not exceed $25,000, and that when completed it will be worth over $300,000.

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L. W. ROBINSON,
Chief Dept. F. Machinery.

J. W. COLLINS,
Chief. Dept. D. Fish and Fisheries.

SELIM H. PEABODY,
Chief Dept. L. Liberal Arts.

E. W. COTTRELL,
Chief Dept. C. Live Stock.

WILLARD A. SMITH,
Chief Dept. G. Transportation.

CHIEFS OF DEPARTMENTS.

SELIM H. PEABODY.

PH. D., LL. D., Chief of the Department of Liberal Arts, is a native of Vermont, and graduated at the University of Vermont in 1852. In 1854 he was appointed to the Chair of Mathematics and Engineering in the Polytechnic College in Philadelphia. In 1865 he became Professor of Physical Science in the Chicago High School, and later was Secretary of the Chicago Academy of Sciences. For three years he was Professor of Engineering and Physics in the Massachusetts Agricultural College. In 1878 he became Professor of Mechanical Engineering in the Illinois Industrial University, and in 1880 was made its president. He retired from this presidency to enter the service of the Fair. Dr. Peabody has assisted in the preparation and revision of the "International Cyclopedia," and has written text books and treatises of science. He is a careful and thoughtful writer, and clear and vigorous speaker. For two years he was President of the National Council of Education. Thus it will be seen that the past experience of Dr. Peabody is admirably calculated to make him thoroughly well equipped for his present duties in connection with the Fair department of which he is now the head.

L. W. ROBINSON.

A MAN whose lot it has been to fight the world's battles alone, unfavored by fortune, and yet come out a brilliant winner—such a man is Lewis Wood Robinson, Chief of the Department of Machinery. He was born in Camden County, New Jersey, March 7, 1840, and is of Yorkshire, England, stock. Before he had known a year of life his mother died, and he was taken in charge by a noble Quaker family under the eye of his father. Evincing a great fondness for books, after a course in the primary studies he was enabled to enter the Polytechnic College in Philadelphia, Pa., where, in 1861, he took the degree of Civil and Mechanical Engineering. At the commencement of the war he entered the navy as engineer, and was with Commodore Farragut at New Orleans, Baton Rouge, Vicksburg and other decisive points. Since 1883 he has been Chief Engineer, with the rank of Lieutenant Commander, in the United States Navy. He had much to do with the Bureau of Machinery of the Centennial Exhibition at Philadelphia, 1876, and now stands at the head of his profession, and in charge of the Machinery Department of the World's Columbian Exposition. He has turned the laugh on misfortune and made her imps work out his success. The work he is doing in his present capacity is attracting universal commendation.

EBER W. COTTRELL,

CHIEF of the Live Stock Department, was born in Cottrellville Township, St. Clair County, Michigan, February 17, 1841. He was educated at Newport (now Marine City) Academy, and at an early age began a maritime life on the great lakes, and spent some time on the Mississippi and other southern rivers. He married Miss Nellie Smith in 1868, and removing to Greenfield, Mich., became interested in agriculture and fine live stock. He is prominent in State Horticultural matters, and has written exten-

sively on them for the press. In 1886-7 he visited the West Indies and other islands, spending six months at Jamaica. He was nominated Receiver of Public Moneys for the Detroit district of the Government Land Office under President Grant, but declined the position. He was elected Representative from the Third District of Wayne County in 1879, and returned by an increased majority. He conceived the idea of the permanent exposition for Detroit, in 1889, which proved a success. Mr. Cottrell has held various positions of trust other than those noted, and held them successfully. His selection in the present instance is proving a wise one, particularly in view of the high order of executive ability which he is displaying, together with his thorough knowledge of stock raising, sheep, horse and swine breeding. His comprehensive grasp of details, quick resolution and energetic nature, are other points which are showing his marked fitness for the place.

WILLARD A. SMITH.

FROM the circles of railway journalism has been selected the Chief of the Department of Transportation Exhibits, Mr. Willard A. Smith, and a better, in every way more competent man, if would be difficult to find. He was born in Kenosha, Wis., September 20, 1849, his parents—father from New Hampshire and mother from New York—having come west in the 30s. After graduating from the Rockford (Ill.) High School, he entered the Freshman Class at Shurtleff College, Upper Alton, Ill., where he graduated with high honors in 1869, and the same year entered the Law School of Washington University, St. Louis, Mo., graduating with highest honors in 1871. He was admitted to the bar, both of the State and Federal courts, but journalism had facinated him before he left his law studies, and after several preliminary successes he gained the ownership and control of the "Railway Review," of Chicago, a leading technical journal which enjoys a wide influence. Mr. Smith is also proprietor of other extensive publishing interests. He is a member of the Union League Club, and also prominent in various social and technical societies, local and national. A well-educated, broad-minded and thoroughly posted man, Mr. Smith has achieved marked success, and shown the wisdom of his selection as Chief of the Department of Transportation Exhibits.

JOSEPH W. COLLINS.

ADMIRABLY well qualified for Chief of the Department of Fish and Fisheries, is Captain Joseph W. Collins, appointed February 13, 1891. Indeed, probably no other official of the World's Columbian Exposition is possessed of riper experience in matters pertaining to his department than is the subject of this sketch. For more than thirty years he has been a notable factor in connection with the fish and fishery interests of the United States Government. During these thirty years he has also become famous the world over as a widely read, standard authority on all that pertains to these great interests. His career has been an interesting one from early boyhood. A fisher lad, born in Islesboro, Me., August 8, 1839, Captain Collins was virtually raised upon the sea. His education began at the village school, which he attended in winter, and was completed on shipboard. The age of twenty-three found him commander of a fishing vessel, and in 1879 he became connected with the Government Fish Commission. Since then he has been most prominently connected with American Fisheries' interests in notable capacities, sitting in international councils, going as the American fishery representative to foreign countries, and in numerous ways proving himself of eminent usefulness. He is also a widely read authority on all matters pertaining to this subject.

THOS. B. KEOGH,
Chief Dept. N. Forestry

JNO. P. BARRETT,
Chief Dept. J. Electricity.

JNO. T. DICKINSON,
Sec'y Nat'l Commission.

F. W. PUTNAM,
Chief Dept. M. Ethnology.

FREDERICK J. V. SKIFF.
Chief Dept. E. Mines and Mining.

CHIEFS OF DEPARTMENTS.

JOHN T. DICKINSON.

THE Secretary of the National Commission, Hon. John T. Dickinson, was born in Houston, Tex., thirty-four years ago, therefore is doubtless the youngest World's Fair Secretary of which there is any record. He was educated at Macon College, Ashland, Va., and at the University of Virginia; was editor of the "University Magazine," and took the degree of Bachelor of Law in June, 1879. He served as colonel on the military staff of one of the governors of Texas, was editor of the "Houston Telegram;" elected Secretary of the House of Representatives of the Texas Legislature, and in 1882 was made Secretary of the Texas State Capital Board that supervised the erection of one of the grandest and most complete State Houses in the Union, it being of red granite and having a dome four feet higher than that of the National Capitol. He was Secretary and General Manager of the Inter-National Fair Association, at San Antonio, Tex., and in 1890 was, by Governor Ross, of Texas, nominated Democratic Commissioner on the World's Columbian Exposition Board and confirmed by President Harrison. Colonel Dickinson was the unanimous choice of the National Commission for Secretary, and since his election his policy has received the hearty commendation and entire approval of the Commission.

THOMAS B. KEOGH,

CHIEF of the Department of Forestry and Forest Products, was born in Utica, N. Y., 1840. His parents removed to Milwaukee, Wis., in 1841, and that place continued to be his home until 1865, when he went to Greensboro, N. C., where he has since resided, practicing law. For many years he was prominent in promoting railroad and industrial enterprises in his adopted state. He was one of the incorporators and is now a director of the Northwestern North Carolina Railroad, also President of the Greensboro Waterworks Company, and President of the Greensboro & Norfolk Midland Railway Company. Mr. Keogh was a member of the Republican National conventions of 1872, '76, '80 and '84, while in '79 he was made Secretary of the Republican National Committee. By President Arthur he was made United States Marshal for the Western District of North Carolina. He is regarded as a man of fine executive ability, with a marked capacity for mental labor, added to a fine physique. He is cordial in manner and deservedly popular with all who know him.

FREDERICK WARD PUTNAM.

PROFESSOR of American Archæology and Ethnology in Harvard University, and Curator of the Peabody Museum, Cambridge, Mass., was appointed in February, 1891, Chief of the Department of Ethnology of the World's Columbian Exposition. To this enterprise he brings the varied scientific attainments and practical knowledge gained by a life-long study and research in zoology, archæology, ethnology and kindred subjects. Professor Putnam was born in Salem, Mass., April 16, 1839, of the best New England stock, and while a boy was made a member of the Essex Institution. In his seventeenth year he was elected a member of the Bos-

ton Society of Natural History, also entered Lawrence Scientific School as a special student under Professor Agassiz, to whom he later became assistant. He was one of the founders of the "American Naturalist." His explorations of shell-heaps, burial mounds, ancient village sites and caves have brought to light much important material for the elucidation of the question of prehistoric people of America. One of his most important contributions to science and the world is the preservation of the great Serpent Mound in Adams County, Ohio. While earnestly devoted to a specialty in science, Professor Putnam has not neglected to keep abreast of progress in general natural history, nor to place his knowledge at the public service.

JOHN P. BARRETT.

THE appointment of John P. Barrett to be Chief of the Department of Electricity of the Great Fair received the universal approval of the electrical fraternity. Ripe in capability and strong in experience, the head of the municipal electrical service in Chicago, it would doubtless have been impossible for Director-General Davis to have found a better or more thoroughly fit man for the place. Mr. Barrett was born near Auburn, N. Y., in 1837, and removed to Chicago when only seven years old. He went to sea when twelve years old, and after years before the mast was shipwrecked on the coast of Chili, and returned to his home in Chicago in '65. Later he became connected with the electrical department of the city fire-alarm system,which he greatly improved, and was rewarded by being made chief of the electrical branch of the city service, in which connection he has invented many new devices that have been copied throughout the United States and Europe, and the electricians of the world have made pilgrimages to Chicago to study the minutiæ of his department. Professor Barrett is now projecting a scheme by which all the Chicago river bridges will be opened and closed by electrical power from the main station in the City Hall. The establishment of a factory for making all electrical supplies for the municipality is also receiving much of his attention. His greatest project, however, was the present system of electric lighting which he introduced into Chicago.

FREDERICK J. V. SKIFF.

THE Chief of the Department of Mines and Mining, Frederick J. V. Skiff, was born in Massachusetts in 1851, and was there educated. He came west in '68, located in the Missouri Valley, entered journalism, and was connected with the "Rocky Mountain News," and also the "Tribune," papers of Denver, Col., finally becoming general manager of the latter. He severed his newspaper ties in '84. In '86 Mr. Skiff was elected to the Colorado State Legislature, and in '89 Governor Cooper appointed him Commissioner of the Bureau of Statistics, a position he held until '91, when he was appointed member of the National Commission of the World's Fair, and by President Palmer was made Chairman of the Committee on Mines and Mining. During his entire residence in Colorado he has been extensively interested in mining, a subject upon which he wrote much during his journalistic career. As Commissioner of the Statistical Bureau he made a collection of the mineral products of Colorado which attracted wide attention at Chicago in '89, and at the St. Louis Exposition in '90. Mr. Skiff is prominently identified with all the better known and more influential fraternal organizations in the country, such as the Masonic, Knights of Pythias, Elks, etc. The appointment of Mr. Skiff as Chief of the Department of Mines and Mining was noteworthy for the unanimity of his confirmation by the Local Directory and Board of Control of the Commission, as well as the various committees to which it was referred for consideration. Under his direction the Mines and Mining Exhibit is second to none in connection with the Fair.

JAS. ALLISON,
Chief. Dept. H. Manufactures.

HALSEY C. IVES.
Chief Dept. K. Fine Arts.

W. I. BUCHANAN,
Chief Dept. A. Agricultural.

J. M. SAMUEL,
Chief Dept. B. Horticultural.

WALKER FEARN,
Chief Dept. P. Foreign Affairs.

CHIEFS OF DEPARTMENTS.

WILLIAM I. BUCHANAN.

MAGNIFICENT in physique, full of vim, with an iron constitution, tireless in energy, of tremendous will power, and great force of character; a mind that can grasp detail, assimilate sound sense, discard nonsense, arrive at a matured conclusion, formulate a plan, and when done have the courage of his convictions and defend them against all opposition—that is William Insco Buchanan, Chief of the Agricultural Department of the World's Fair, 1893! Mr. Buchanan was born near Covington, O., September 10, 1853, and his boyhood was spent on his grandfather's farm, near there. He enjoyed a common school education, which was supplemented with an extensive course of reading. After learning the trade of an edge-tool maker, he entered mercantile life, which he has followed ever since. Since removing to Sioux City, Ia., in 1882, he has figured prominently as one of the leading promoters of the world-famous Corn Palaces held there. In this connection he has become known all over the country as a great pusher, a big success where the efforts of others were met only with defeat. And now, with the greatest burden of his life on his shoulders, he is again found nearing the goal of a magnificent success. Every one who visits the Agricultural Department will applaud the work of its Chief.

HALSEY C. IVES,

CHIEF of the Department of Fine Arts, was born in Havana, N. Y., in 1847. He studied at Union Academy, in his native town, later served as a draughtsman, and in 1863 entered the army. After serving a short time he was discharged by reason of injuries received. He entered the Polytechnic School of St. Louis, in 1874, and later was a member of the faculty of Washington University, where he remained until appointed Director of the St. Louis School of Fine Arts, in 1879. Two years later, on the completion of the Museum of Fine Arts, he was made director. During the last seventeen years Professor Ives has spent much time in study in the museums of Europe. He is a man of fine and impressive presence, and has a way of making the work in which he is engaged seem of great value to others, and thus enlists their active co-operation. While quick to recognize and to encourage the higher gifts of ideality, the Professor's greatest ambition has been to elevate the thought and workmanship of the artisan; not so much to increase the number of artists, but to create a class of skilled workmen who shall have the power to put artistic feeling into the commonplace objects they may be engaged in producing.

WALKER FEARN.

THE Chief of the Department of Foreign Affairs, Walker Fearn, was born January 13, 1832, in Huntsville, Ala. His father, a native of Pittsylvania County, Va., was one of the most eminent surgeons and physicians of the South, and his uncle, L. P. Walker, was Secretary of War of the Confederacy. He enterd Yale College at the age of sixteen, and graduated in 1851 with distinguished honors, and was admitted to the bar on his twenty-first birthday. He was Secretary of the Legation at Brussels in 1853,

and the following year held a similar position in Mexico. Later he accompanied his father in a tour of all Europe. Before the outbreak of the Rebellion, in 1861, he was a member of the Constitutional Commission appointed by the Confederacy which visited Europe to induce the peaceful intervention of foreign powers, a mission which was suddenly terminated by the fall of Sumter. He was married in New York in November, 1865, to the daughter of James Hewitt, of Louisville, Ky. In 1867 he settled in New Orleans, devoting himself to admiralty law. President Cleveland appointed him Minister to Greece, Roumania and Servia. He arrived in Belgrade as King Milan was leaving for the front with his army. On the declaration of war with Bulgaria he went to Bucharest and was the guest of the poet queen, Carmen Sylva, and the soldier king, Charles, at Simaia, the summer capital in the Carpathians. At the close of Cleveland's administration Mr. Fearn established an international law firm in London and New York, which he left to assume the duties of his office herewith.

JAMES ALLISON.

FITNESS, natural capacity and experience are the admirable qualifications possessed by James Allison for the position of Chief of the Department of Manufactures. President Palmer said of him: "He is a man who will secure a great many attractions. He is inventive, and will get up certain features that are outside of the legitimate display of manufactures, and will doubtless be spectacular and instructive." And President Palmer's prophecy has been verified. Mr. Allison was born June 30, 1843, in Frankfort, Pa. He is of Scotch parentage. His early schooling was in a log house, and the age of seventeen found him in Cincinnati apprenticed to a plumber. Two years later he enlisted as a private in the Twenty-fourth Indiana Regiment, and during a period of three years had a full share of the experiences of soldier life. Returning to Cincinnati at the close of the war, he finished his trade, and successively became foreman, partner and head of the firm. He was President of the National Association of Master Plumbers of the United States, two years in succession, and a member of the American Health Association, a Director and now President of the Ohio Mechanics' Institute, and a member of the Board of Commissions in former Cincinnati Industrial Expositions. He has personally visited and studied all the European Expositions of his time, and thus brings to bear a ripe knowledge in the line of his present duties.

JOHN M. SAMUELS.

A BORN horticulturalist, with marvelously rich orchards as his playground, every variety of golden fruit his playthings, and their production his earliest study, while in later years the proprietor of some of the greatest nurseries in the world—who can say that Jno. M. Samuels has not had an ideal training for his present office, Chief of the Department of Horticulture of the World's Columbian Exposition? His lease of life began February 26, 1848, in the village of Burksville, Cumberland County, Kentucky. Between fruit seasons he attended Clinton Academy, and graduated at Kentucky University. With a mind thus enriched he proceeded to enrich his large paternal estates with superior growths of orchards. By travels, extending through all the fruit lands of the known world, he gathered a vast fund of new ideas, the best of which he not only applied to his own business, but shared liberally with his neighbors, thus greatly stimulating one of the most important industries of America. He is a life member of the American Pomological Society, the American Horticultural Society, the Society of American Florists, a charter member of the Horticultural Society of Chicago, and a prominent person generally in Horticultural matters.

BOARD OF TRADE

BOARD OF TRADE.

HE PLACE where fortunes are sometimes made and lost, in much less time than an hour—that is the Chicage Board of Trade. Let it be definitely understood, however, that this making or losing of fortunes here is the result of their being risked in a test of judgment and not on a game of chance. As a gigantic business factor the importance of this institution, regulating as it practically does the traffic in breadstuffs the world over, is something tremendous. The Board has a membership of some 2,000, mostly young men, as brainy, shrewd and brilliant in business as can be found the world over. Very many people, you find them everywhere, have a way of condemning that which they do not understand, and by this class the business on 'Change is frequently if not continually "talked bad about." This class of people is not aware that commercial honesty and personal integrity are demanded first, last and all the time, on the part of members of the Board of Trade, and that the member who is discovered violating this code of morals cannot thereafter trade or do any business whatever on the Board. Hundreds of thousands of bushels of grain are hourly bought and sold on the floor of the exchange simply by a lightning-like, verbal agreement, without so much as a scratch of a pencil. The slightest error in speech may cost the maker a million of money, and this, too, notwithstanding that most of the trading is done in a perfect Babel of tongues. For a member to break his word means his expulsion from the Board and his becoming a commercial outcast. The visitor finds the Board of Trade building a massive structure of gray stone, at the foot of La Salle street, on Jackson street, between Pacific avenue and Sherman street. As the glance travels to the top the tower is seen surmounted with a lake schooner fifteen feet in length, and rigged proportionately, making the biggest weather-vane in the world, although from the street it seems but a fifth its actual size. The building, architecturally, is beautiful, particularly the front, which is surmounted by a tower tapering to a pinnacle 322 feet above the pavement. From the tower you obtain a magnificent view of the city and far out upon the lake. The first floor of the building is taken up with offices and settling rooms, while above is the great Trading Hall, 174x155 feet, with its galleries for visitors. By all means visit this great room in the forenoon—any forenoon—and see the trading in progress. You will doubtless think the members on the floor are acting like lunatics, making as they do so much noise you can scarcely hear yourself think, but the sight is one of a life time, especially when you consider that millions of dollars are changing hands as the result of all that wild commotion. There are more than a score of other business exchanges in the city, which, to a greater or less degree, pattern after the Board of Trade, but none of them compare in the slightest manner with this as to interest or importance.

FINANCE.

ERHAPS the most notable financial feature of Chicago is the marked increase in the banking business. In no year in the city's history has that increase been so notable as in 1891. The condition of the National banks of the city, of which there were twenty-five, in December, 1891, was as follows: Capital, $22,241,680, against $16,100,000 in 1890; surplus and profits, $12,424,164, against $10,343,119 in '90; deposits, $117,792,534.56, against $94,471,271 in '90; loans and discounts, $89,292,728, against $72,392,018 in '90. State banks: Number of, 22, against 17 in '90; capital, $12,427,000, against $8,552,000 in '90; surplus and undivided profits, $5,741,838, against $5,023,123 in '90; savings deposits, $15,605,907, against $12,915,062 in '90; individual deposits, $29,821,168, against $22,697,313 in '90; loans and discounts, $48,788,563, against $38,938,116 in '90; total liabilities, $73,511,338, against $55,864,068 in '90. The total clearings for 1891 were $4,456,885,230, against $4,093,145,904 in 1890. Chicago private banks numbered, December 31, 1891, 113. A wonderful business is done in stocks and bonds. The total sales at the Chicago Stock Exchange for 1891 were some 700,000 shares of stock and $9,250,000 of bonds. The sales in 1890 were 1,056,324 shares of stock and $18,264,000 of bonds. The total value at par of the stocks listed on the exchange is $418,826,000; the par value of the bonds listed is $416,611,000. Among the large dividend paying stocks, in 1891, were the following: Chicago Telephone, 30 per cent; Western Stone, 10 per cent; Arc Light and Power, 8 per cent; North Side Street Railroad, 8 per cent; Abstract Safety-Vault Company, 8 per cent; Title Guarantee and Trust Company, 7 per cent. Thus will it be seen that financially Chicago is equally as much a marvel as in any of her many other respects. The percentage of her increase in deposits for 1891 exceeded, several times over, that of New York, which is a fact the meaning of which must be contemplated with much thought if the average reader would appreciate the vastness of its real meaning. For one thing, it means that Chicago is rapidly —and very rapidly, too —catching up with the American metropolis in all that goes to make up true greatness, and gives substantial evidence of deep and sound foundation. And Chicago's wondrous advancement means also the marvelous forward strides taken by the entire west, of which she is, as it were, the great clearing house. Her prosperity is the reflection of the prosperity of the entire west. When Chicago bank deposits increase it means that the prosperity of the entire west has increased. How wonderfully bright and substantial then is the showing which these figures that have just been given, for the entire great west. As the stocks quoted on the stock market of Chicago continue to increase in value, continue to pay greater dividends —as has been the case during all late years—the fact means almost equally as much for the west in general as for Chicago in particular.

CUSTOM HOUSE—POST OFFICE.

POSTOFFICE—CUSTOM HOUSE.

HE CHICAGO POSTOFFICE occupies the square bounded by Dearborn street on the east, Clark on the west Adams on the north, and Jackson on the south. The building is a parallelogram, and is 336 feet long by 232 wide, with a court 168 feet long and 81 wide. It is four stories high, and brown sandstone is the prevailing material used. The structure and site represent an expenditure of about $5,000,000. The business done is phenomenal in growth, capacity and operation. Probably no government in the world owns a better paying institution. Incredible as it must seem the total receipts of this office for the year ending December 31, 1890, were $3,318,989.45, while the total expenses for the same period were $1,223,433.50. Thus the Government cleared $2,095,555.95, during those twelve months. Every day, except Sunday, 220 separate mails are received and dispatched by this office, which means, in the course of a year, as instanced in 1890, the handling of over 35,500,000 pounds or 519,414,681 pieces of mail, together with more than 3,000,000 registered letters and packages. There were 1,930,463 money order transactions during the year, aggregating over $19,000,000. In addition to the 300 railway postal clerks employed in handling the Chicago mails enroute, thirty or more from the Chicago office go out and meet the postal cars, and by the time the latter reach Chicago this force of thirty men have the mail all sorted for immediate delivery within half an hour after its arrival. This quick delivery system is the planning of Colonel James A Sexton, Chicago's very able postmaster. The letter carriers of the Chicago postoffice number between six and seven hundred, and the average total number of deliveries made by them daily in 1890 were 2,026, and they handled more than 200,000,000 pieces of mail. Outside of the general postoffice and its branches, in the various parts of the city, Chicago has fifty-eight separate and distinct postoffices —or more than there were in all America at the time of the signing of the Declaration of Independence. Other offices in this building are those of the Collector of Customs, Internal Revenue Collector, United States Sub-Treasury, Pension Department, United States Court and the accompanying departments thereof, United States Marshal, Marine Hospital offices and Secret Service Department. More than ten years ago when this building was erected it was anticipated that it would comfortably accommodate all the requirements of the postoffice and other Government Departments in Chicago for fully forty years. She has far outgrown the building, and a large one —the largest postoffice in the world—is soon to be erected.

PARKS AND BOULEVARDS.

ROBABLY Chicago has more miles of and grander boulevards than any other city in the world. Among the most superb of these driveways is that which skirts the lake, beginning at the North Side pumping station and running far to the north limits of Lincoln Park—a broad ribbon of roadway twenty-five miles long, whose eastern hem is marked continually by old Michigan's waves. No lover of driving, however ardent, could wish for and find a more perfect retreat. The inland side of the drive is banked with flowers, and festooned with great foliage plants and noble trees. For years this drive has been lavishly patronized by the most fashionable element as well as all who own turnouts. On the South Side one finds superb boulevards, many in number, and superb as to attractiveness. Among them are Grand Boulevard, which begins at Thirty-fifth street and enters Washington Park at the northwest corner. Then there is Drexel Boulevard, which springs from the junction of Oakwood Boulevard, Thirty-ninth street and Cottage Grove avenue. It is 200 feet in width and has a richly shrubbed park following down the center. Garfield Boulevard, which follows Fifty-sixth street from Washington Park to Gage Park, some four miles due west, is 200 feet wide and very attractive. Oakwood Boulevard, 100 feet in width and half a mile long, connects Grand and Drexel Boulevards. Michigan Avenue Boulevard extends from Thirty-fifth street on the south to Jackson street on the north, and gives the visitor a continuous view of the lake. Ogden Boulevard, one of the more recently opened boulevards in the city, runs to the southwest from the corner of Oakley avenue and West Twelfth street. The Thirty-fifth Street Boulevard is a magnificent connecting line between Grand and Michigan Avenue Boulevards. Western Avenue Boulevard is projected to connect Western avenue with Douglas Park, it being the intention of the authorities to boulevard south to Gage Park. West Twelfth Street Boulevard runs west from Ashland avenue to Oakley avenue, there connecting with Ogden Boulevard running south to Douglas Park. Heavy teams and wagons are never permitted on these grandly situated drives, mounted policemen being constantly on the watch to prevent the entrance of same. One may see some fine exhibitions of horse speeding along these drives any bright day, while in the afternoon and early evening the sight is brilliant beyond description. The visitor to Chicago who fails to "take in" the big boulevards misses a sight of a lifetime. Every accommodation for resting by the way is afforded in the line of settees, rustic benches, etc. Most of the boulevards have their name written in floral letters several feet long along their front, while great beds of rare flowers and stately foliage plants afford a most pleasing and restful change for the eye. Chicago has spent millions upon millions of dollars in laying out and beautifying these superb driveways, while hundreds of thousands of dollars are expended annually in keeping them in order. Yes, see Chicago's boulevards and you will have gained a broader, a grander idea of Chicago's liberality, and a more enlarged conception of the limitless scale upon which she ministers to the higher entertainment and enjoyment of her guests and citizens.

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COUNTY—CITY HALL.

CITY HALL—COURT-HOUSE.

TANDING on an entire square bounded by Randolph street on the north, Washington on the south, Clark on the east, and La Salle on the west, will be found the City Hall-Court-House building. In reality it is two buildings, although something more than a casual glance is necessary to detect this fact. The material is a medium dark sandstone and granite. Massive effects predominate everywhere in the architecture. Exclusive of the ground upon which it stands, the great double structure cost nearly four millions of dollars. On the first and second floors of the city wing—which is on the west—are the offices of the Mayor, Comptroller, City Clerk, Department of Public Works, Collector, Water Department, Police Headquarters, City Detective Department, Department of Health, and electric fire-alarm offices. The Law Department and the Department of Public Schools are found on the third floor. On the fourth is the assembly chamber of Chicago's sixty-eight aldermen, where the great municipal battles occur weekly. On this same floor are also the many great halls of Chicago's famous library and reading rooms, with their 160,000 volumes of superb literature, valued at $300,000, and which has a circulation of 1,300,000. In addition to the book portion of the library, the reading room was patronized by 700,000 visitors last year, who handled nearly 600,000 periodicals belonging to this department. It costs almost a hundred thousand dollars per year to maintain the library. The collection of books is being added to by purchase and donation at the rate of about 10,000 volumes annually. In the county, or east section, are nineteen court rooms devoted to the county and probate departments of justice. These, with the offices of the county clerk, occupy the second, third and fourth floors. Other offices in this section of the building are those of the Sheriff, Recorder, Treasurer and Coroner. Stopping a moment at the County Clerk's offices we ask him about the number of marriage licenses issued in Chicago in 1890. He tells us they numbered 14,200, and that they are increasing at the rate of about thirteen hundred a year. One of the odd licenses he issued was to an old maid of sixty to marry a man of seventy. He adds that nearly thirty men took out licenses to marry back their divorced wives. In 700 instances, applicants have been so young as to make the written consent of their parents necessary to their getting a license. The entire interior of both sections of the big combination structure is finished and furnished in perfect consonance with the costly and beautiful exterior. All the appointments and decorations speak of eminent good taste, dignity and durability. While sightseeing in this building or any building, thoroughfare or park in Chicago, the visitor is counseled to make all enquiries of policemen, whom you will find on every hand, and who are always thoroughly posted and ready to promptly give a reliable answer.

POLICE DEPARTMENT.

ROBABLY NO CITY IN THE WORLD has so brilliant a reputation for the efficiency of its Police Department as Chicago. Every city and every country on the globe has stood in envious admiration at the amazing, the wonderful work accomplished at various times under the most desperate circumstances by Chicago police. Statistics emphasize the assertion that of all the cities on the globe Chicago has fewer unpunished crimes on her record than any other, and this, too, in face of the fact that she is by much the youngest of all cities of her size. In a rare moment of confidence the Czar of Russia, while giving audience to an American diplomat, remarked, when the conversation chanced to turn on the subject of police protection in cities of the United States: " Of all the police forces in your country I happen to know that the one possessed by Chicago is wonderfully far ahead of all others;" and Alexander III, as you doubtless are aware, is good authority on the crime-preventive resources of the world. It is in keeping criminals and hoodlums out of the city, and the discovery and thwarting of crime-plots, that the Chicago police have attained the greater share of their world-wide reputation. Victims of the Czar's alertness are not more to be pitied than criminals who venture within the jurisdiction of Chicago's peace guardians. Brave, famous, lynx-eyed men of long experience every one of them, they are the pride and glory of Earth's most wonderful city. The department numbers 3,000 well paid, thoroughly capable people, of whom thirty-six are shrewd, bright women who in their official capacity have outwitted and conquered some of the most noted criminals of the day. The yearly salaries of these 3,000 Police Department people aggregate $2,778,673, while during the World's Columbian Exposition this sum will be vastly exceeded, owing to a great increase of the force on that occasion. The running expenses, exclusive of salaries, are $140,000, and the total value of property belonging to the department $843,920.58. The department does duty by precincts, of which there are thirty-four, the territory of each being fixed according to population and character of locality. A very excellent feature of the department is a police pension fund created by state supervision and having several sources of steady revenue, such as 2 per cent of all moneys received by the city from saloon licenses, three-fourths of all moneys received from dog licenses, one-fourth of all received from licensing pawnbrokers, etc., etc. From this fund any member of the department may draw a certain amount when disabled, and from which the widow of a deceased member can draw a pension. In addition to this there are numerous other beneficiary provisions which offer every legitimate inducement to members to perform their ofttimes perilous duties with the utmost promptness and fearlessness. The wonderful unanimity with which the several arms of this great police department work, forms another factor contributing to its marked success. And at the forthcoming World's Fair, the police of Chicago may be depended upon to add fresh laurels to the many they have already won. They know the notorious characters of the world thoroughly, and as early as 1890 served notice upon all such that for them but to set foot in Chicago between the years 1890 and 1894 would call down on their heads a reception such as time would never efface.

AUDITORIUM HOTEL.

AUDITORIUM BUILDING.

MONG the marvels of Chicago none have attracted a more intense amount of world wide interest than the Auditorium building. Greater than all other great buildings ever erected by man it is inexhaustible as an object of profound interest and a source of immense revenue to its projectors. Rising like a mighty citadel at almost the very edge of Lake Michigan upon which it has its main front, and with three sides facing upon as many of the grandest of modern city thoroughfares, this mammoth structure dedicated to the comfort of the traveling public and to music and art, nobly and well represents in itself the boundless enterprise and limitless resources of the city of Chicago. The building has a ground area of one and one-half acres, while the total amount of flooring is eighteen acres. The frontage is 192 feet on Michigan avenue, on the east; 360 feet on Congress street, on the south; and 158 feet on Wabash avenue, on the west. The height of the main building is ten stories or 145 feet. The tower which is seventy by forty-one feet runs eight floors or ninty-five feet above the main building, and the lantern tower is another two floors or thirty feet higher, thus making the total height 270 feet. The weight of the entire building is 110,000 tons the weight of the tower 15,000 tons. Granite is the exterior building material used in the first and second stories, while the exterior of the other stories is Bedford stone. The interior is of iron, brick, terra cotta, marble and hardwood finish. The Romanesque school prevails in the style of architecture. Four million dollars represent the cost of the building. Fifty thousand square feet of Italian marble mosaics are used in the flooring which contains over 50,000,000 pieces each one of which were placed in position by hand. The building contains 17,000,000 brick none of which are visible; twenty-five miles of gas and water pipes, 230 miles of electric wire and cable, 12,000 electric lights, eleven dynamos, thirteen electric motors for driving the ventilating apparatus and other machinery, eleven boilers, twenty-one pumping engines, thirteen elevators, and twenty-six hydralic lifts for moving the stage platforms. The Auditorium building includes the auditorium or theatre which has a seating capacity exceeding 4,000, which in times of conventions can be increased to 8,000. The entrance to the lobby is from Congress street though immense pillars of porphory and over floors of rare mosaic. The arches of the ceiling spring from heavy square pillars whose capitals are rich in plastic decoration studded with gold. The ceiling is studded with electric lights which bring into brilliant relief the graceful lines of the equisitely decorated boxes numbering forty with chairs for 200 persons. The parquet seats 1,450; balcony, 1,450; family circle, 450; and gallery, 500. From the footlights to the last row of seats the distance is 110 feet. The theatre is lighted by 3,500 electric lights. The treatment of the interior is old ivory and gold, the gold leaf used in the theatre alone being 46,875 square feet or more than a square acre. Wilton carpets cover the floors down stairs, and Brussels above. The stage is the largest in the world, giving an area of 6,862 square feet. The rigging loft is 89 feet above the stage, and there are thirty dressing rooms 12x16 feet. The stage and equipment including the

curtain cost more than $175,000, are fire-proof. The theatre was opened by president Harrison, Dec. 9, 1889 and the first performance was of opera in which Mme. Patti appeared as Juliet. The organ, which is the most complete ever built cost $45,000.

And now we turn from the theatre portion of this vast structure to the hotel feature which for reasons that are self evident has done more to spread the fame and magnitude of the building unto the furtherst quarters of the globe, than any other one feature. Attention has already been called to the magnificence of the site, and this for hotel purposes is enhanced a thousand fold by the near proximity to that grand sheet of water the spray from whose waves all but dashes against the east front of the building, the varied view from the windows of which rival those obtained from any other look-outs in the world. This palatial hotel home which already has won enduring fame in all the capitals of the old as well as new world contains 300 guest rooms en suite, 180 with bath connections, and 200 single rooms. There are entrances on both the east and south sides, the grand entrance being on the former where is also situated the office. The office is walled with a ten foot dado of Mexican onyx, pillared with huge columns of porphory, and is supassingly exquisite in decorative detail. The magnificent Banquet Hall is built of steel on trusses spanning over the auditorium. On the second floor are the parlors, lavish in their decorative treatment and furnishings. The great dining room is 180 feet in length, and occupies the Michigan avenue front. The Hotel was not opened to the public until 1890, its dedications occurring on January 30th of that year. It is leased from the Chicago Auditorium Association by Messrs Breslin & Southgate. Mr. Breslin is also proprietor of the Gilsey House, New York City, and is probably one of the greatest Hotel men in the world. A Saratogian by birth he started upon his famous career in the Grand Union Hotel, Saratoga, thirty years ago. He is president of the Old Point Comfort Hotel Co., Virginia, and also is one of the World's Fair commissioners from New York. Mr. Southgate, the vice president and manager, is also a Saratogian and started upon his much envied career twenty-five years ago in Congress Hall, Saratoga. He is proprietor of the Hotel Brunswick, New York, and of Thousand Islands House, Alexandra Bay, New York. Mr. Southgate opened the Windsor Hotel in Montreal, about nine years ago, which is one of the finest and most popular hotels in Canada. Messrs. Breslin & Southgate's representatives at the Auditorium hotel are Mr. D. A. Whipple, office manager; Walter Barnes and J. H. Wheaton, cashiers; W. S. Shafer and George H. Farrar, room clerks; and A. L. Kohler night clerk. Aside from the Hotel and Theatre the other features of this mammoth building consist of Recital or Music Hall seating over 500 people, the Tower Observatory which is visited by 40,000 people annually and three floors of which are occupied by the United States Signal Service, and the Business portion of the building which consists of several spacious stores aud 136 large offices. The orignator of this gigantic building scheme was Ferd W. Peck of Chicago, now president of the association owning the great structure. The other officers are N. K. Fairbank, vice president; John R. Walsh, second vice president; Charles L. Hutchinson treasurer; Charles H. Lunt, secretary. All are men of that indominatable type and wealth which have pushed Chicago to its, present foremost place among the greatest cities of the world and who not content with the matchless achivements of the past are still bending their energies toward the accomplishment of other still more startling undertakings.

MASONIC TEMPLE.

T THE SOUTHEAST CORNER of State and Randolph streets towers the gigantic twenty-story Masonic Temple, one of the most daring and stupendous building successes ever achieved in the known history of the world. The ground on which the deep wrought cement and iron foundations of this colossal structure stand has a frontage of 170 feet on State street and 114 on Randolph, every inch of the space being covered. Steel, stone, brick and tile enter most largely into the composition of the building, the first three stories being finished with dressed red Montello granite—obtained in Wisconsin—with here and there a little carving, and the corners enriched with electral layers. The remaining stories are faced with gray brick that is scarcely distinguishable from granite, each measuring 4x5 inches. Terra cotta of a similar shade is used between the seventeenth and eighteenth stories, with enriching effect. The general plan follows, somewhat, that of a main building in the center with wings on both sides. These wings terminate in steep gables on the east and west fronts, connected by the steep roof of the central portion of the structure. The cornice marks the seventeenth story, and above it are three. On each front are three tiers of deeply recessed bay windows, which extend from the third to the fifteenth story inclusive, while the windows of the second and sixteenth stories are in groups of two beneath Roman arches. The main entrance is a noble granite arch forty-two feet high and twenty-eight feet wide, in the center of the State street front. The feature of the interior plan is a court, ninety by forty-five feet, the sides of which are finished in varied colored marbles. Mosaic floors, marble and onyx walls and old oak woodwork, constitute the general finish of the interior, giving a costly and elegant appearance. The ground floor is devoted to store rooms, while the succeeding floors up to the sixteenth are office rooms. Above the sixteenth everything will be occupied for Masonic purposes. The seventeenth floor the entire south wing will be used as a drill room, affording space to the ample extent of 50x109 feet. Similar space in the north wing is occupied with blue lodge rooms, while the intermediate apartment, 40x80 feet, is the banqueting hall. A magnificent consistory room is situated on the eighteenth floor, having an arched roof and galleries upon three sides. Directly over the banquet hall are parlors, and over the blue lodge rooms the Apollo Commandery preceptory. Smaller roofs ocupy the two remaining stories. The immense roof of the building is devoted to hanging gardens, which, with the many luxurious appointments to be found there, form a retreat oriental in the splendor of its attractiveness.

FIRE DEPARTMENT.

HE CHICAGO FIRE DEPARTMENT! Who has not heard of its fame? Its marvelous strength, daring and efficiency have been told in every land, in every tongue! Even in that greatest and most terrible of all the world's fires—October, 1871—when this Department fought its memorable battle extending through those many, long, wild days and nights, when dynamite was used against the merciless onslaught of the enemy, not a man of them was found shirking his duty, but each fought on and on until victory or death had crowned his brow with laurels. The establishment of Chicago's paid Fire Department dates back to 1858. For the ten years beginning with 1880 and ending 1890 the expenses of the Department were more than $11,500,000. The regular working force of the Department today numbers 950, including officers and men, and for years has been under the Chieftainship of the renowned Fire Marshal D. J. Swenie. Constituting the apparatus equipment there are sixty-six steam fire engines, four four-wheeled chemical engines, five four-wheeled chemical engines and hose carriages combined, ten two-wheeled chemical engines, three marine engines mounted on fire-boats, 152,027 feet of hose, thirty-three four-wheeled hose carriages, fourteen two-wheeled hose carts, thirteen hose wagons, ten hand-hose carts, eight turn-table extension hook and ladder trucks, thirteen straight-frame trucks, three hand trucks, one telescope water tower, and three hook and ladder trucks. Three hundred and eighty-six horses are in constant use. The value of the property in use by the Department is $2,031,249.47. The fire hydrants number 11,836. There are 1,000 miles of telegraphic fire-alarm wires on which are 1,730 stations from which alarms can be sent. The fire-alarm wires are being added to at the rate of 200 miles every year. No Fire Department in the world has ever even so much as neared the marvelous records made by the Chicago Department for "getting out" to a fire. Of course nothing slower than electricity is used by the Department in this connection. A famous wit said, recently, that if he had got down to his last dollar and had to bet it on whether or not the Chicago fire boys could hitch up and get away in less time than it took the alarm to flash over the wire, he "wouldn't play the flash for even a place." Here are some of the many world-beating records made by various Companies of the Department, the programme being men get out of their beds on second floor of engine house, go down stairs, hitch up, leave quarters, get up 100 pound water pressure in engine, go a certain distance and lay a certain number of feet of hose: Engine Company No. 1, got out, traveled 485 feet, laid 300 feet of hose, made connections with engine and fire plug, and had a stream playing, all in 2 minutes and 20 seconds; Company No. 34, did the same thing, traveling 230 instead of 485 feet, and made it all in 2 minutes, 10½ seconds; Company No. 55, traveled 560 feet and made a record of 3 minutes and 46 seconds. Lack of space forbids giving the scores of other remarkable performances which stand out envied by the world. In no city of similar size on the globe are fire losses reduced to such a minimum as in Chicago.

CITY ART PALACE.

ART INSTITUTE.

HE ART PALACE, which is located on the Lake Front, is classic in design, fireproof in construction, and will form for years to come a beautiful storehouse for the protection and exhibition of paintings and statuary. The structure has its main entrance on Adams street, with wings extending equal distances north and south. The idea of the exterior keeps the main portions plain and simple, grouping the richness in certain places which are important in the design of the building. The structure is 320 feet long on Michigan avenue, and its main depth 170 feet, with projections, making in all 208 feet in depth. The plan is a parallelogram. It consists of wo galleries, the first being devoted to plaster casts, sculptures, busts, models, etc.; the second to pictures, being lighted by skylights from above. The main galleries are twenty-seven feet wide. The main staircase is directly in front as the visitor enters, and divides the courtyard into two parts, one of which is to be occupied as a lecture-room, capable of seating 1,000 people, and the other a library in which are kept the reference books and all books pertaining to art. The plan of the picture galleries is similar to that of the Statuary Halls below, except that most of the rooms will be lighted by skylights. Pictures of a few of the Dutch masters and smaller pictures will be in smaller galleries with side light. The unpacking room will be in the basement. Elevators will carry the heavy pictures and other bulky articles to the galleries above. The whole building is constructed of Bedford limestone with a base of granite. The lower story is rusticated as far as the top of the first floor. Above this is a plain band of chiseled stone, and surmounting this will be panels filled with statuary. Surmounting this is an entablature and cornice richly decorated. The roof is of copper and glass and presents an ornate and artistic appearance. The entrance hall is marble, the principal feature being the grand staircase, which is in a cage fifty feet square. This is lighted by a skylight overhead, and an arcade is formed by arches on all four sides. The marble work of the staircase is white and the decoration is in keeping with it. The vestibule is in marble and mosaic, and beyond this is the entrance hall with mosaic floor and ceiling. The galleries lead out from this from either side, and will be entered through arched openings. It is lighted by electricity, and all modern improvements are used. This down-town Art Palace cost $800,000, and is unsurpassed in this country for the purpose intended. The architects are Shepley, Rutan & Coolidge. Besides the permanent exhibition of the society, this Institute gives on an average of five grand special exhibitions every year, with contributions from all the art centers of the world.

PLACES OF AMUSEMENT.

GRAND OPERA HOUSE.—H. L. Hamlin, Manager, Clark st., opposite Court House.

Chicago Opera House.—D. Henderson, Manager, Washington st., opposite Court House.

Alhambra.—F. B. Beardsford, Manager, corner State st. and Archer ave.

Havlin's.—J. S. Hutton, Manager, Nineteenth st. and Wabash ave.

Central Music Hall.—Mrs. Carpenter, Manager, southeast corner Randolph and State sts.

Timmermand Grand.—H. B. Thurell, Manager, Sixty-third and Stewart sts., Englewood.

Haymarket.—W. J. Davis, Manager, No. 169 Madison st., West Side.

Academy of Music.—H. C. Edgerton, Manager, Halsted and Madison sts., West Side.

Lyceum.—T. L. Grenier, Manager, No. 58 Desplaines st., West Side.

Cassino—J. H. Haverly, Manager, No. 229 Wabash ave.

Schiller Theater.—Anson S. Temple, Manager, Randolph, between Clark and Dearborn sts.

Madison Street Theater—S. T. Jack, Manager Nos. 83 and 85 Madison st.

Clark Street.—W. S. Moore, Manager, corner Clark and Kinzie streets.

AUDITORIUM THEATER.—M. Adams, Manager, corner Congress st. and Wabash ave.

Columbia Theater.—Al. Hayman and W. J. Davis, Managers, Monroe st., between Clark and Dearborn sts.

McVicker's.—L. L. Sharp Manager, Madison st., between State and Dearborn sts.

Hooley's.—H. G. Powers, Manager, No. 149 Randolph st.

New Windsor.—Ben Leavitt, Manager, No. 462 North Clark st.

Criterion.—C. Engle, Manager, Nos. 272 and 274 Sedgwick st.

People's Theater.—J. Bayliss, Manager, State st., near Harrison st.

Park Theater.—J. W. Kelley, Manager, State st., near Harrison sreet.

Olympic.—G. Castle, Manager, No. 51 South Clark st.

Clark Street Museum.—S. Bolter, Manager, No. 150 Clark st.

State Street Museum.—Wm. Horner, Manager, Nos. 292 and 294 State st.

Epstein's Museum.—Nick Norton, Manager, No. 117 Randolph street.

Libby Prison War Museum.—C. R. Macloon, Manager, Wabash ave. and Fifteenth st.

Battle of Gettysburg.—Adolph Henrotin, Manager, southwest corner Hubbard court and Wabash ave.

Niagara.—J. Cuns, Resident Manager, southeast corner Hubbard court and Wabash ave.

GREAT NORTHERN HOTEL

GREAT NORTHERN HOTEL.

N the big group of great hotels of which Chicago is the proud possessor, none comes nearer being ideal in all that is best and most desirable than the "Great Northern," which is so prominently located just across the street from the east side of the postoffice. The building fronts upon three different streets, namely, 165 feet on Dearborn, 100 feet on Quincy, and 100 on Jackson. The main entrance is on Dearborn, the ladies' entrance on Quincy, and the baggage and freight entrance on Jackson. The structure is fourteen stories high, plain, but richly finished in dark pressed brick and terra cotta work. It is a strictly fire-proof building in every particular, being built entirely of steel, stone and brick. The main entrance, aside from being very imposing in general character, is a rare work of architectural art, being of fancy marbles, including Scotch grays and Italian. The office, which is similarly finished, is seventy-five feet square, and covered by one mammoth dome seventy feet high, around the inner side of which runs a marble balcony. Above this dome, and extending to the top of the building, is a court seventy-five feet square, being a continuation of the office court. The house contains 500 of the most comfortable, superbly finished and convenient guest rooms to be found in any hotel in the world. There are also 350 marble bath rooms all having large porcelain tubs and the latest, most improved plumbing. The dining rooms of the hotel number seven, the largest being 200 feet long and situated in the basement. Another is forty feet square and located on the office floor, while a third is 50x100 feet, and situated on the parlor floor. As the entire hotel is conducted strictly on the European plan, these dining rooms conform thereto, and consequently partake more of the nature of elaborate cafes. The arrangement of the entire 500 guest rooms is such that those upon each floor may be thrown open, making one great apartment. A special feature of the house which has attracted particularly wide attention, is that from every room there is a direct ventilator controlled by an electric fan operated upon the roof of the hotel. The passenger elevator cars are six in number, and are arranged in banks of two. Every yard of carpet and piece of furniture in the entire building was manufactured expressly for this hotel, and has been pronounced by some of the greatest and most famous tourists in the world to be unsurpassed in point of comfort and elegance. You may live at the Great Northern Hotel at any price ranging from $1 per day, up just as steep as you want to go. The hotel is one of the most recently completed in Chicago, and the fact that the lessees are Messrs. Alvin Hulbert and William S. Eden, whose fame in connection with the management of the Tremont House is of national note, is sufficient guarantee that perfect satisfaction will be realized by every guest. The big structure, furnished, represents an expenditure of more than a million and a half of dollars, and is owned by the Northen Hotel Company.

WHOLESALE AND JOBBING.

T MAY SURPRISE YOU to learn that in many of the more important lines of trade Chicago does a greater business than New York. Such is the case in the jobbing and wholesaling of hats, caps, boots and shoes, in particular, as well as various other goods which might be named. Chicago's wholesale and jobbing business in 1891 reached the amazing amount of about $535,260,000 or more. It is extremely difficult for even the brightest, most comprehensive mind to grasp the true meaning of such figures—extremely difficult to at all appreciate the gigantic enterprise, the monster quantity of goods, the countless and varied transactions, and the unremitting toil, for a whole year through, which such a volume of money means when it stands in this connection. It is interesting to note some of the principal items which go to make up this wonderful amount of business. The largest we find to be that of dry goods and carpets, in which the trade was $103,103,000. Next come groceries, in which a business of $62,370,000 was done. Other of the larger items in the list were: Lumber, $40,590,000; boots and shoes, $28,490,000; paper, $28,050,000; coal, $27,582,500; books, stationery and wall paper, $24,200.000; jewelry, watches and diamonds, $22,440,000; clothing, $23,650,000; hardware and cutlery, $19,250,000; pianos, organs and musical instruments, $7,920,000; millinery, $7,700,000; tobacco and cigars, $11,935,000; liquors, $15,180,000; drugs and chemicals, $7,810,000; leather and findings $2,772,000. The import and export features in this connection are features indeed, particularly the latter. During 1891 Chicago imported merchandise to the value of about $16,000,000, on which duties to the amount of some $5,700,000 were paid, about $3,745,000 of the imports being goods free from duty. The largest item of the imports was dry goods, of which some $5,288,000 worth were received; and tinplate came next, the value being about $1,795,647. The exports consisted, for the most part, of about 45,000,000 pounds of canned meats, 31,000,000 pounds of salt meats, 800,000 pounds of flour, and 23,000 pounds of barbed wire and spelter. Statistics showing the number of people required to do the work connected with Chicago's wholesale and jobbing interests are not at hand, although it will appear to the most casual observer that they must number many, many thousands. There are two principal wholesale districts in the city, one on the south and another on the west side. That on the south side lies between the river and Fifth avenue, and is, perhaps, the more interesting of the two, although many visitors, and even Chicago people, would probably differ on that point. West Randolph and adjacent thoroughfares have become noted for big houses of this kind. There seems to be little else of a specially interesting nature to be said in this connection without going into details, and that is impossible here, at least to the extent necessary when the particulars of this great department of Chicago's business life is once opened up anew. What has already been said will give the reader an idea of its vastness, and particularly of the untold possibilities of additional greatness in store for Chicago in this line.

"ROOKERY" BUILDING

ROOKERY BUILDING.

HE NUMBER of great office buildings in Chicago is increasing so rapidly that to speak today of any particular one as being "the greatest," results only in the assertion appearing absurd on the morrow. Many times has it happened in Chicago that the morning papers have come out with accounts of the letting of the contract for the erection of the largest office building in the city, and the evening papers of the same day have given news of the letting of other contracts for buildings far surpassing, in every particular, those told of in the morning. The word "largest" or "greatest," as applied to office buildings has, therefore, become almost obsolete, so far as use by the papers in this wonderful city is concerned. The grandest commercial architecture known in the world is found in Chicago. Architects, the most celebrated of the day, say this. Architectural engineering, if the phrase be permissible, stands aghast at the revelations, the triumphs of its own masterful daring in this Lakeside city. Not only does Chicago build the most towering, the most massive business structures, but she builds more originally, practically and substantially than any other city on the globe. Her "steel-frame" system is a revelation—something never before known. The steel frame and floors of tile are built entire, then masked with terra cotta walls which are not in the least relied upon for support. On the half block bounded by Quincy, La Salle and Adams, and the alley between Clark and La Salle, the municipality of Chicago, soon after the great fire of 1871, erected a temporary two-story building which was called the City Hall. It was a "poor job," and began tumbling to pieces almost as soon as it was completed. Pigeons made their homes in dilapidated portions of it, and people spoke of it as the "rookery," a name which clung to it very tenaciously. The name had given the locality a certain fame all over the country owing to newspaper paragraphers. Time went on and capitalists leased the site for a long term of years and erected thereon the present office structure at a cost of $1,500,000. This is the "Rookery" building which you hear so much about. It is a wonderful commercial structure containing over 600 offices, all of them occupied, the tenants being the representatives of mercantile interests in all quarters of the globe. Every apartment is perfectly lighted and sumptuously appointed. The building is finished in Italian marble, while the mosaic work is superb. Three banks of elevators make the top floor as accessible as the first. In this connection it may be stated that in several of the more lofty office buildings in Chicago the top floors bring a higher rental than lower ones, owing to their being freer from the din of the streets, and affording better ventilation. The Rookery is one of the many great commercial buildings which it amply repays to visit. Not a cheap or common feature will be found about it. In the same locality the visitor finds numerous other massive buildings to attract and charm the eye, and which should also be looked into.

MANUFACTURES.

HE VALUE of the product of Chicago manufactories in 1891 amounted to the enormous sum of about $591,000,000, and was divided, approximately, as follows: Coffee and spice mills, baking powder, extracts, etc., principal bakeries, flour mills, confectionery, meal and feed mills, preserved and canned goods, vinegar and pickles and sugar refinery, $34,870,000; breweries, malt houses, distillers and rectifiers, tobacco and snuff, cigars and cigarettes, $49,265,700; brass, copper and plumbers' supplies, tin, stamped and sheet metal ware, jewelry manufactures, watch cases and tools, optical goods, telegraph and electrical supplies, smelting, refining and iron and brass works, miscellaneous, $51,062,000; brickyards, cut-stone contractors, marble and granite works, gravel roofers, lime kilns, terra cotta, stained glass factories, $13,860,000; wagons and carriages, agricultural implements, car and bridge builders, elevators, sewing machines and cases, $46,200,000; chemical works, white lead and paint, white lead corroders, varnish, axle grease, glue, fertilizers, etc., soap, candles, linseed oil and cake, soda, mineral waters, etc., ink, $25,905,000; rolling mills, foundries, machinery, malleable iron, etc., boiler works, car-wheel works, stoves, furnaces and ranges, steam fitting and heating, galvanized iron, tin, slate roofing, barbed wire, wire works, miscellaneous, $76,257,500; meats, $151,002,500; tanners and curriers, boots, shoes and slippers, saddle and harness, trunks, hose and leather belts, $26,400,000; printing, binding and newspapers, lithographing, electrotyping and stereotyping, type, printers' ink, printers' supplies and presses, prrinters' furniture, bookbinding, $23,003,200; men's and boys' clothing, men's shirts and neckwear, furs, cloaks and suitings, cloak and dress trimmings, children's caps, etc., millinery, $42,157,500; toys and bicycles, signs, brushes, brooms, feather dusters, show cases, glass, corks, paper boxes, sails, awnings, etc., shipyards, and perfumes, $7,854,000. The estimated number of men employed, and the amount of moneys paid to same by the various manufactories, grouped as above, were: Bakeries, flour mills, etc., 5,120 employes, $2,775,000; brewing, distilling and tobacco, 8,410, $4,804,800; brass, copper, etc., 10,048, $6,325,000; brick, stone, etc., 8,272, $3,529,900; iron and wood, 16,720, $14,300,000; chemicals, 5,390, $2,428,800; iron, $38,060,000; leather, 8,772, $5,874,000; printing, etc., 10,120, $5,610,000; textiles, 29,656, $9,570,000; miscellaneous, 4,658, $2,258,000. Such is, indeed, the wonderful record! In many respects it far surpasses all other cities in the United States, and rivals some of the greatest and most famous manufacturing centers of Europe. It is a record which is the pride, not alone of Chicago, but of all America!

SIEGEL COOPER & CO., BUILDING.

SIEGEL, COOPER & CO.

HE COLOSSAL BUSINESS PALACES of Chicago are not more wonderful, more amazing in the daring of their construction than are the mammoth enterprises which they house. Only a few brief years ago London and Paris were the "gold medal" cities of the world in respect to great stores. A little later and America's "Gotham" stepped briskly forward and abreast of France and England's capitals. And now Chicago has pushed to the front in formidable rivalry with all three of them—Paris, London and New York. The inspection of Chicago's greater institutions of trade will prove one of the most interesting features of their notable errand to the metropolis of the west. None of these institutions will occasion more profound amazement, or elicit sincerer commendation than the thrice great house of Siegel, Cooper & Co., whose broad and massive fronts look upon State, Van Buren and Congress streets. It is one of the greatest stores in the world, and as such demands and cordially receives the attention of all who visit Chicago. The building has a greater combined street frontage than any other retail establishment in the world, it being 402 feet on State street, and 145 on Congress and Van Buren streets. The structure is of steel, stone and brick, and is eight tall stories in height. It is severely plain, clear cut, and "strictly business" in exterior appearance. The total floor apace afforded by the building for store purposes is 500,000 square feet. The building is splendidly lighted upon all sides, and in this respect, as in many others, is not surpassed by any other trade emporium in the world. The stock consists of general merchandise, and embraces every article that could possibly be sold under one roof. Every department is a complete store in itself, while the number of departments is limited only by the varieties of goods that are produced, the world over. Every facility which the nineteenth-century mind has conceived is afforded patrons for convenience in making purchases. Nothing has been forgotten. New and novel arrangements for the comfort of customers are also found here that one can find in no other such establishment. The firm constantly carry, in this store, a stock of goods the value of which is $1,500,000, and which embraces about everything except railway locomotives and steamships. "Strictly retail, and strictly one price," is the line of policy along which the house does business, and that it is a good one is shown by the fact that in 1890 the firm did a business of $2,000,000, while in 1891 their sales were $3,000,000. To more fully appreciate the true meaning of these statements, and as showing the wonderful powers of this firm, the reader must be told that the firm moved into its present palatial and mammoth quarters only a few months ago. Its former home, which was scarcely more than a third as large as the present one, was burned to the ground in the early morning of August 3, 1891. Notwithstanding that the firm did not save scarcely a thing—except the books in its safe—it opened for business three weeks later, and is now doing twice the amount of business as before the fire. And thus, reader, you get a glance at one of Chicago's—one of the world's—most colossal, most interesting business enterprises. By all means visit this establishment when you come to Chicago, for you will get a broader, a more comprehensive view of America's mercantile wonders than you ever dreamed of before in all your life.

STOCK YARD PACKING HOUSES.

MONG all of Chicago's greatest industries none is older or has assumed more colossal proportions than her live stock and meat packing. This particular industry started in 1832, when some 200 head of cattle and about 300 hogs were brought here, sold, slaughtered and packed. The price paid for the cattle was $2.75 per cwt., and for the hogs $3 per cwt. The transaction was that of but one man. Now mark the marvel wrought in the years that have followed. In 1891, we see some eighty or eighty-five great and prosperous companies engaged in the packing business in Chicago, with a combined capital of about $19,000,000, employing about 27,000 workers, to whom wages amounting to more than $15,000,000 are paid, and that turned out product the value of $151,943,500. It is estimated that between 75 and 80 per cent of the cattle received in Chicago are packed here, and the remainder shipped to other markets. The number of hogs killed by the various companies in 1891 was about 6,306,300; of cattle, 2,504,190; of calves, 124,751; of sheep, 1,377,200. The receipts were about as follows: Hogs, 8,430,210; cattle, 3,832,708; sheep, 2,400,933; calves, 192,527. The receipts of the year also include 111,722 horses which, for the most part, were traded in to advantage. A most interesting place, indeed, to visit are the Union Stock Yards, which are about five miles and a half southwest of the postoffice. A State street cable car, with transfer at Thirty-fifth or Forty-third street, takes the visitor to the yards. Two hundred of the 400 acres are devoted exclusively to the yards, and the remainder to railway facilities. Within the 200 acres are fifty miles of feeding troughs, about twenty-five miles of water troughs, many artesian wells, and acres upon acres of pens, etc. But more interesting than this are the monster houses where the slaughtering and packing is done, and with the most consummate skill which the best and brightest brains, unlimited capital and the ripest experience can devise. You can follow a beeve from the yard on until you see it quartered and hung up in the ice room. These yards can accommodate 25,000 cattle, 125,000 hogs and 20,000 sheep. Many of the daily transactions in these yards reach enormous figures, but are disposed of with the easy air of the most insignificant purchase by people in general. There is seldom any time for checks or written contracts during the business hours when the buying and selling is on. If a representative of any of the big houses says he will pay $3.90 a hundred for a train load of stock, the seller as good as has the money in his pocket.

MARS-JONES ENG. & PUB. CO.
CHICAGO.

ODD FELLOWS' BUILDING.

HE ODD FELLOWS' BUILDING, corner of Monroe and La Salle streets, occupying a tract of ground containing nearly 43,000 square feet of surface, is so situated with regard to streets and other open spaces that by devoting a comparatively small area to the purposes of a court, there is obtained a structure measuring 177x210 feet on the ground available for building purposes, with ample space for light and air on four sides. In the putting through of this one of Chicago's greatest and grandest building enterprises, no conflict whatever occurred between economic and æsthetic considerations. The broad base, covering the entire lot to a height of thirty feet above the sidewalk, was called for by structural, economic and artistic requirements, and from these jointly have been developed the groupings and divisions of the entire external treatment. The bold breaks and deep recesses of the long facades serve at once to admit external light and air to the interior of the building and to give an interesting diversity of outline, and an effective play of light and shade to the long street front. The discontinuance of the terminal bays above the tenth story prevents the casting of light-destroying shadows into the lower offices, and develops the second element of the progressive recessions from base to pinnacle, which constitute an important feature of the design. Structurally these terminal features serve as buttresses for the long arms of the cross, which is the typical of the plan, and from the center of which, buttressed in every direction, rises the noble tower which is the culminating feature of the structure. This tower, while of the most artistic and symbolic significance in the design, possesses a marked economic value. It contains 132 offices above the roof level of the building, and from its location becomes the center of approach and communication for the entire building. Within it are eighteen elevators and four main staircases. And as these become less in number in the higher parts of the building their places are taken by offices, so there are in addition to the 132 offices in the upper or free standing part of the tower also sixty corner offices in the intermediate parts of the same. The design of the building involves the use of riveted steel pillars and steel girders immovably knit together at all points, vertical as well as horizontal, by steel or iron rivets, and a system of diagonal wind braces of steel so thorough and far reaching and all pervading that, reinforced by the masses of masonry which surround the pillars in the lower part of the structure, there is obtained that combination of masonry and skeleton construction required for successful resistance to the wind strains to which so high a building is exposed. All structural iron and steel is surrounded by non-conducting, fire-resisting encloures; the fillings between floor beams are of non-combustible material, the stairs and elevator guides and enclosures are of metal, the corridors of mosaic, and to the remotest detail the erection of the building embodied the best architectural practice of the day. The means of ingress and egress, the internal improvement, the arrangements of rooms, offices, lodge rooms, halls, etc., etc., are most simple and direct. Twenty-

four lodge rooms and public halls of various dimensions occupy the third, fourth, fifth, sixth and tenth stories. The great Drill Hall occupies the whole of one end of the tenth story, and measures near 8,000 square feet in area. The remainder of the building is used for business purposes. The entire number of rooms available for rental, exclusive of the halls and lodge rooms, is 1,110, and their aggregate area is over 250,000 square feet, while including lodge rooms and public halls the area enclosed—exclusive of walls, partitions, corridors, etc.—is 350,000 square feet, or fourteen acres. For the benefit of those persons possessed of curiosity as regards the financial feasibility of this sort of an architectural undertaking in Chicago, it may be stated that sound estimates of rental and deduction for operating expenses, regarding this building, based upon the experience of other first-class business structures in this city, without making allowance for the usual and almost phenomenal additional value which will accrue, as time passes, the net income is $675,000 per annum. This sum is sufficient to allow, in addition to the sources of income in tower observatory and basement story, ignored in the foregoing figures, a large margin for possible loss of rentals, also to pay interest on $3,000,000 in bonds, and to contribute toward a sinking fund for the redemption of bonds $100,000 each year. And after all these allowances and deductions there will be left, applicable to dividends upon stock, the enormous sum of $375,000 a year. This building certainly reflects credit and honor upon the Odd Fellows of the United States, particularly those of Chicago, Illinois, and the western states. As a triumph of architectural engineering it has no equal in any city in the world. It will stand as a monumental evidence of the enterprise and prosperity of the Odd Fellows in this country, showing as it does evidences of the craft's stability, financial condition and popularity among the people of America. That the erection of this building will promote the interests and popularity of Odd Fellows, can not be doubted one moment. The interest which they have taken as a body in the erection of this costly temple, will infuse new life and impetus in the advancement of the order throughout the entire country. As a permanent home for members of the craft, as well as state and national organizations of the order, it will prove of inestimable value and convenience, furnishing as it does a building which was built and designed for lodge purposes, and devoted exclusively for their use. The Odd Fellows of this country have every reason to be proud of this costly and well-appointed structure, representing as it does such an enormous expenditure of money and labor on the part of its projectors. As an additional feature to the architectural progress and development of Chicago, it stands as the most wonderful triumph of modern building engineering to be seen anywhere in the world. That Chicago exceeds all other cities on the globe in the number, height, cost, etc., of her "Modern Sky Scrapers," is best evinced by a walk in any direction in the heart of the business section. She has introduced a new era of building, and has demonstrated her ability to revolutionize the art of building during one decade. The Odd Fellows' Building will prove the stability and correctness of her judgment in this case, it being the highest building devoted to commercial purposes ever erected in the world. It will stand a monument alike to the enterprise of the Odd Fellows of this country, as well as to the ability and daring of her architects and builders.

CHAMBER OF COMMERCE.

CHAMBER OF COMMERCE.

MONG the many marvelous commercial edifices in the World's Columbian Exposition city none will interest the visitor more than the Chamber of Commerce Building, which stands on the southeast corner of Washington and La Salle streets, opposite the City Hall and County structure. In several respects it is one of the most remarkable business buildings in the world. Elegance in the line of clear-cut, perfect, commercial architecture has here been achieved in a degree which seemingly it would be impossible to surpass. From first surface stone to cornice, everything about it is indicative of shrewd, brilliant, yet unostentatious business—business of the most thoroughgoing, most admirable type. Passing in at the main entrance on Washington street, or through the side doorway on La Salle, and we find ourselves in one of the grandest courts to be found anywhere in the world. It seems an almost painful strain of the neck to allow the eye to take in the entire view that is presented. As the eye performs the task there comes within the vision great rounds of bronze and brass railing which in twelve huge coils rest upon the guards of as many balconies marking the successive floors or stories above the first. Bobbing about on these twelve balconies we see a myriad of men of all ages, and not a few chic and dashing young women—enough mortals to make a good sized little city, one of fully three thousand inhabitants—and all of them bright, money-making people, but never too busy to stop and pleasantly answer any inquiry that is properly made. As the visitor continues his observations from the ground floor his eye seems to miss something. He looks and looks—but no, that something isn't visible; and then he asks himself, "What holds up all these immense marble and iron balconies?" Not a pillar or post of any kind is in sight along the sides or between any of the dozen galleries! The stupendous weight is sustained by the cantilever principle, never more perfectly utilized than in this instance. Taking any one of the eight great passenger elevators we are given a swift ride to the thirteenth floor, and find ourselves in the full flood of brilliant light afforded by the monster skylight. Approaching the balcony rail we peer down at our former point of observation, the first floor, where surging masses of people like so many Lilliputians are scurrying hither and thither. Don't look down too long from that dizzying height or you will find an unaccountable temptation to throw yourself over, stealing upon you. This feeling is something which has baffled some of the wisest people of the age, particularly eminent scientists. The marble for the wainscoting on every floor in this building was quarried in Italy and dressed in Belgium, and if you are observing you will discover a remarkable fact, namely, that the grain in it matches from block to block. Billions of pieces were used in the mosaic floors. The lot on which the Chamber of Commerce Building stands cost $650,000; and the structure itself, over $1,000,000. There are 500 office rooms in the building, every one of which contains from one to five paying tenants.

MARINE INTERESTS.

N ALL PROBABILITY not one person in a hundred fully appreciates the amount and enormous shipping interests of the various ports which are properly included in the Port of Chicago. This is due in a large measure to the fact that she has attained her present fame and greatness through other branches of commercial activity, notwithstanding this fact. The amount of business done annually through lake navigation is something stupendous, and the chances are that during the next decade the present business will be increased many fold. Steps have already been taken to organize a fleet of ocean-going steamers, forming a direct line from Chicago and the principal sea ports of the world. That this fact is possible has been demonstrated during the past summer, by a shipment of a cargo of material from Chicago and Duluth direct to New York and Liverpool. Capitalists are not slow to perceive the possibilities of Chicago in this direction, and are always ready with the necessary money to further all such enterprises as will at least yield a fair and reasonable percentage on the money invested. The importance of Chicago as an inland port, having direct communication with the various foreign countries, is best evinced by the amount of its imports during the past year, which in round numbers amounted in value to $15,105,775, while the duty on the same reached $5,983,589.87; the exports to Canada alone being $3,916,452.28. The number of vessels of all kinds arriving and departing for the year 1891 are as follows: Arrivals, 10,224; departing, 10,294; while the total tonnage of both amounted to over 11,000,000. It is estimated that the value of the shipping interest in Chicago exceeds $5,000,000; the number of passengers carried during 1891 being 429,144. Over 25,000 men are employed in the various shipping trade, such as stevedores, longshoremen, sailors, etc. The Chicago river forming into two branches in the heart of the manufacturing and wholesale districts, furnishes abundant dockage, the total length of dockage being over forty-two miles. The government pier, or breakwater, erected at an enormous expenditure of money, forms a safe harbor for vessels of all kinds in case of storm. The larger interests of manufacturing, and even lumber, are now beginning, through lack of space, to seek lake frontage in South Chicago, thus giving sufficient dockage for the expansion of their business. The reader can thus see that the Marine interests of Chicago play no small part in the sum total of her growth and prosperity, and that she is destined to eclipse her past achievements in this direction is patent to all observant readers of her commercial history. Navigation usually opens about April 6, and closes December 10, giving over eight months of unrestricted navigation in each year. Hundreds of thousands of dollars are annually spent on all kinds of river and harbor improvements in order to keep pace with the gigantic strides made each year by the requirements of her shipping interests. Negotiations are now in progress for the erection of large shipyards, where iron and wooden vessels are to be built on an extensive scale. It is intended to build steamers for the ocean-carrying trade as well as local traffic, thus forming a nucleus around which will gather an important and new industry that will furnish employment to thousands of skilled artisans, and give a decided impetus to lake navigation.

THE FAIR.

"THE FAIR."

HERE IS NO GREATER, more wonderful, and consequently no more interesting mercantile establishment in all the world than that stupendous store known as "The Fair." It is easily safe to say that no trade palace on the globe has attracted wider and more profound attention than this. Those who visit it during the World's Columbian Exposition will observe that the mammoth building occupied by the store is entirely new, having just been completed. And what has been said of the establishment as a whole, is strikingly applicable to the structure in particular. It has frontages of 365 feet on Adams st., 190 feet on State st., and 190 feet on Dearborn st. When completed will be seventeen stories or 241 feet high, with a deep basement under the entire building. The foundations are of concrete, steel railroad rails, and steel beams in concrete, while all the columns, floor girders, beams and wind bracings are of rolled steel, 16,000 tons of steel alone having been used in the construction. All the structural steel was connected by hot rivets. The building is made thoroughly fire-proof by fire-clay tile, all the floors being of the same between the steel beams. The exterior is of terra cotta and pressed brick. The various floors are reached by twenty-eight spacious passenger elevators, while the goods are carried from floor to floor by eight great freight elevators. Illumination at night is furnished by twenty arc dynamos, fifty lights each, and eight incandescent dynamos, 750 lights each, the power being obtained from ten high-speed 200-horse power engines havtwenty-four boilers twenty feet long and sixty inches in diameter. The cost of the building was between $3,000,000 and $4,000,000, and was erected by sections; one section of the former building being torn down and a section of the new erected in its place. Thus the immense business of the entire concern was enabled to proceed without the slightest interruption, or without a particle of inconvenience to the constant flood of patrons. As a piece of grand architectural planning and engineering, the building stands a marvel of the age, and surely the highest credit to its architects, W. L. B. Jenny and W. B. Mundie, and to Willard M. Clapp, the engineer of construction. The basement and eight stories of the building are occupied by "The Fair's" retail business, while the upper nine floors will be devoted to offices. At this great establishment a person with money can buy any and everything that is found in all other stores in the world. Indeed and in truth it is here as though all the various stores in the world were combined in one. It is a fact that you cannot think of any article or goods that is made anywhere that is not for sale at "The Fair." This little volume admits of giving only an idea of the stock, as follows: Basement—Hardware, house furnishing and willowware goods. Main Floor—Jewelry, dry goods, notions, stationery, candies, musical instruments, books, drugs, boots and shoes, gents' furnishings, tobacco and cigars, hats and caps, horse goods, crockery. Second Floor—Hair goods, ladies' underwear, fancy goods, toys, clothing, millinery, cloaks and suits. Third Floor—Furniture, stoves, and an immense, finely appointed restaurant for customers. Fourth Floor—Carpets. Fifth Floor—Groceries. The sixth floor is devoted to reserved stock and the receiving of goods. Stock to the value of about $1,500,000 is carried, and a business of over $9,000,000 per annum is done. The employes of the concern number 3,000. "The Fair" was established in 1871, and is owned and operated by a company, the officers of which are A. Lehman, president, and Otto Young, secretary and treasurer.

RAILWAY FACILITIES.

HERE ARE 85,000 miles of railway centering in Chicago, making it the greatest railway point on the globe. Illinois, of which Chicago is the metropolis, has the greatest railroad mileage of any State in the Union, 14,017 miles. In 1890 the gross earnings of all roads in the State aggregated over $262,000,000. Employes numbered 182,680, with yearly compensation of nearly $108,000,000. Of the 560 persons killed less than thirty were passengers. Following is a condensed guide to the railway facilities of Chicago: Atchison, Topeka & Santa Fe.—Depot, Polk and Dearborn sts. City ticket office, 212 Clark st. General offices, Rialto building. Baltimore & Ohio.—Depot on Lake Front, foot of Monroe st. (with Illinois Central). City ticket office, 193 Clark st. Chicago general passenger offices, Rookery building. General western traffic agent, 212 La Salle st. Chicago & Erie.—Depot, Polk and Dearborn sts. City ticket office, 107 South Clark st. General offices, Phœnix building, corner Clark and Jackson sts. Chicago & Alton.—Depot, Canal and Adams sts., West Side. City ticket office, 188 Clark st. General offices, northwest corner Dearborn and Adams sts. Chicago & Eastern Illinois.—Depot, Polk and Dearborn sts. Chicago & Grand Trunk.—Depot, Polk and Dearborn sts. City ticket office, 103 South Clark st. General offices, Rialto building. Chicago & Northern Pacific.—Depot, Fifth ave. and Harrison st. General offices, Grand Central Depot, Harrison st. and Fifth ave. Chicago & Northwestern.—Depot, Wells and Kinzie sts., North Side. City ticket office, 206, 208 South Clark st. General offices, northwest corner Fifth ave. and Lake st. Chicago, Burlington & Quincy.—Depot, Canal and Adams sts., West Side. City ticket office, 212 Clark st. General offices in company's building, Adams and Franklin sts. Chicago, Milwaukee & St. Paul.—Depot, Canal and Adams sts., West Side. City ticket office, 207, 209 Clark st. General offices, Rand & McNally building, south side of Adams, between La Salle st. and Fifth ave. Chicago, Rock Island & Pacific.—Depot, Van Buren and Sherman sts. City ticket office, southwest corner Clark and Washington sts. General offices in Van Buren st. depot, Van Buren and Sherman sts., entrance on Van Buren. Chicago, St. Louis & Pittsburg.—Depot, Canal and Adams sts. Chicago, St. Paul & Kansas City.—Depot, Harrison st. and Fifth ave. City ticket office, 188 Clark st. General offices, Phœnix building, Jackson st. and Pacific ave. Cleveland, Cincinnati, Chicago & St. Louis ("The Big 4").—Depot, foot of Lake st. City ticket office, 194 South Clark st. General offices, 121 Randolph st. Illinois Central.—Depot, foot of Lake st. City ticket office, 194 Clark st. General passenger agent, 60 Wabash ave. Lake Shore & Michigan Southern.—Depot, Van Buren and Sherman sts. City ticket office, 66 Clark st. General offices, Van Buren st. station, Van Buren and Sherman sts. Louisville, New Albany & Chicago ("Monon Route").—Depot, Polk and Dearborn sts. General offices, Monon block. Michigan Central.—Depot, foot of Lake st. City ticket office, 67 Clark. st. General offices, 185, 189 Dearborn st. Pennsylvania Lines.—All trains of the Pennsylvania Company, including the "Pittsburg & Fort Wayne" and "Panhandle Route," arrive and depart from the Union Depot, Canal and Adams sts., West Side. Union Pacific.—Depot, Wells and Kinzie sts., North Side. City ticket office, 191 Clark st. General offices, Omaha, Neb. Wabash.—Depot, Polk and Dearborn sts. Wisconsin Central Lines.—Familiarly but incorrectly regarded by the public as the "Wisconsin Central Railroad." Leased by Northern Pacific. Depot, Fifth ave. and Harrison st. City ticket office, 205 Clark st. General offices, Milwaukee, Wis.

ENGLISH CHURCH

WOMEN'S TEMPLE.

SKED WHICH he considered the handsomest business structure in the city, the intelligent Chicagoan will undoubtedly reply, "The Woman's Temple," otherwise known as the W. C. T. U. Building, southwest corner of La Salle and Monroe streets. The frontages are 190 feet on La Salle and 96 feet on Monroe. For the exterior of the first two stories New Hampshire granite, of a warm tone, is the material used, while the upper stories are of red, pressed brick of a brownish hue, with terra cotta trimmings of the same color. The roof is of red clay tile. The style of the architecture is German Gothic detail, giving an effect of great elegance. It is thirteen stories high and fire proof. A striking feature of the plan is that the building line at the tenth story retreats, and the immense roof, which contains three stories, commences breaking, as it ascends, into Gothic turrets, from the center of which springs a fleche of gold bronze seventy feet high, surmounted by the beautiful form of a woman, with face upturned and hands outstretched to heaven. The heighth of the building to cornice is 142 feet; to ridge, 184 feet, and to fleche, 262 feet. The corridor floors are mosaic, and the walls are wainscoted in Italian marble. The rooms have maple floors, and are finished in red oak. On the ground floor are banking rooms and a lecture hall, while the first floor is given over entirely to banking rooms. There are eight passenger elevators, which furnish rapid and easy transportation to the 300 offices occupying the upper floors. The reader will be interested in the financial plan of the building, which is as follows: The lot upon which it stands is owned by Marshall Field, and is worth, at a low estimate, $1,000,000. It is leased from him, by the Woman's Christian Temperance Union, for 200 years, without revaluation, at a rental of $40,000, Mr. Field charging no rent for the first year and a half. The approximate cost of the building was $1,100,000. Of this amount more than $600,000 was raised almost immediately, prior to the laying of the corner stone, November 1, 1890. It is bonded for $600,000. The stock was subscribed by those favorable to the cause of temperance, who are willing to accept 5 per cent for the use of the money and allow the W. C. T. U. the privilege of buying it back at par in five or within twelve years. Additional to furnishing a home or headquarters for the National, State and city organizations of the W. C. T. U., the building yelds a rental of $250,000 a year. At a glance, these facts show that the investment is as attractive and solid financially, as the structure is notably beautiful and enduring.

CHICAGO WATER SUPPLY.

MONG the manifold advantages of Chicago from a sanitary standpoint, the superiority and perfection of her water supply may well be reckoned as one of the greatest. The city has owned and controlled its waterworks for more than forty years, and possesses in the system a property worth fully $50,000,000. The system consists of twenty-five pumping engines of various types and powers, with a capacity of 314,000,000 gallons of water a day. The daily average consumption is over 154,000,000 gallons, and in the summer months over 180,000,000 gallons a day are pumped. Up to January 1, 1891, almost $17,000,000 was expended in the development of the water supply system, the construction of lake and land tunnels, cribs, pumping works and breakwaters, and laying water pipe, the last item alone costing nearly $10,000,000. The total waterworks income up to January 1, 1891, was over $25,000,000. The first lake tunnel was completed in 1867, and extends two miles under the lake, from the North Side pumping works on Chicago avenue, to a massive construction of stone and heavy timbers known as the crib. This tunnel is five feet in diameter and was driven through clay and walled with brick. Work was carried on from both ends simultaneously, and its entire cost was $457,844. In 1874 a duplicate tunnel seven feet in interior diameter was completed, having occupied two years in its construction. This tunnel was carried under land from its shore termination on Chicago avenue to a new pumping station at Ashland avenue and Twenty-second street. In 1877 a shore inlet tunnel seven feet in diameter and 1,500 feet long, with an inlet shaft protected by a crib opposite the North Side pumping station, was built to be used in case the supply from the crib should be stopped by ice. There is now being completed an extension of this seven-foot tunnel 3,000 feet to the northwesterly extremity of the exterior government breakwater, some 4,500 feet from shore, where a new intake has been constructed. This will add 50,000,000 gallons per day to the supply, thus enabling two additional engines at the Central and South Side stations to get to work. Another gigantic work now in progress is the new four-mile tunnel extending from Peck court into the lake. It has two cribs, one two miles and a half out in the lake and the other four miles. There are six pumping stations in active operation in Chicago. Of these the first place is given to the North Side works, having a total capacity of 98,000,000 gallons per day, Four of these are condensing beam engines; the other two are the Gaskill type. The receipts of the water department from all sources during 1890 were $2,924,653, of which $2,109,508 was from water rates and $439,780 from sale of bonds. The total expenditures were $3,323,922, of which $1,319,198 was for extension of pipe service. It costs $6.75 to deliver 1,000,000 gallons of water. The minimum assessment is on buildings of twelve feet frontage or less, which pay $3 per annum for one story, and $1.50 per story for all additional. Every three feet additional frontage adds $1 to the one-story structure, and $1.50 for each additional story, while family hotels pay $3 for each additional family. A system of special rates for boarding houses and hotels is in vogue. Water rates are due and payable semi-annually, with a rebate for prompt payment, and a penalty for slow people. Various branch offices afford citizens every facility for obtaining the rebate even at the "eleventh hour."

JOHN M. SMYTH BUILDING.

JOHN M. SMYTH'S BUILDING.

A COLOSSAL MERCANTILE PALACE, such as is found nowhere else on the globe, will attract hundreds of thousands of World's Columbian Exposition visitors to Nos. 150 to 166 West Madison street. It is one of the newest and most notable wonders of Chicago. Picture to your mind a very ornate structure with the almost unprecedented frontage of 205 feet, eight lofty stories in height, 180 feet deep, and all of that rare and beautiful stone known as blue and buff Bedford. Stately, solid and imposing, with a more immense display of plate glass in the artistically designed front than has ever before been employed in a similar portion of any building ever erected. Only so short a time ago as last April (1891) one of the fiercest fires known in the history of Chicago swept over the locality where this architectural and commercial marvel now stands. Among the several big establishments destroyed at that time was John M. Smyth's great house-furnishing concern. The firemen had not ceased throwing water on the smouldering emblems which told how complete had been the awful ravages of the red-tongued demon, when Mr. Smyth, undismayed by his fearful loss, ordered architects to at once prepare plans for as grand a business palace as the century had known. A little more than six months later, and the great building to which we now call your attention was complete and ready for occupancy. The public stood almost speechless before the seeming miracle. After gazing long and intently upon the imposing exterior, we enter, passing beneath one of the two great stone archways, beautifully carved, through either of four broad, massive double doors and find ourselves in a mosaic-paved vestibule, 18x40 feet, of marble, silver-plated bars, fine wood and plate glass. Ascending three long marble steps we enter the center room of the mammoth establishment. The same order of arrangement of rooms is observed from top to bottom, namely, a large room is partitioned off in the center and on each side is a wing room. All are connected by double doors, and, including the basement rooms, there are in all twenty-seven great apartments, any one of them large enough to make a good-sized store. There are seven and a half acres of floor space in the building, and in all the immense interior there is not a square foot of unavailable space, so perfect is the entire plan of its arrangement. One hundred and eighty thousand of the 332,000 square feet of floor space is devoted to sample rooms and offices. In all the world there is probably not another building where less artificial lighting is necessary, so much like a crystal palace is this structure. At night it is illuminated with 3,600 incandescent and 250 arc lights, the electricity for which is furnished by Mr. Smyth's own electric plant, run by a 500-horse power engine situated in the building. The interior finish is entirely of oak, handsomely painted and decorated in cream or light brown tints where the natural color of the wood does not emphasize itself. Handsome oak stairways connect the floors at either side of the building, as do also two passenger and four freight elevators. The motive power for the elevators is furnished by six steam engines of 120-horse

power and boilers of 500-horse power. The great central room on the first floor is devoted to samples of furniture and the offices, the latter occupying a large portion of the center, and comprise all the many departments necessary to the clerical work of so extensive an establishment. Behind the offices are two large vaults, to the second of which there leads a beautiful solid brass stairway. The right room on the first floor is the carpet department where are rolls sufficient to form a fortress, behind which an army could retreat. The front half is devoted to fine crockery, lamps and chandeliers, and the rear to heating stoves. In addition to the lighting apparatus, including dynamos, etc., the basement contains hundreds of great bins of crockery and stoves. The second floor center room is devoted to parlor sets, with the exception of a corner made attractive with curtains and tapestries. Brass bedsteads are also a feature of this room. The parlor sets include the most costly goods in gold and silks, Japanese and willow sets. The east wing of this floor is also devoted to chamber sets in many styles, while in the west wing is an endless variety of chairs. Among many charming features of the third floor is the art room in the west wing. Pictures, frames and easels are displayed in a profusion of varieties that is bewildering. Except the narrow space left for aisles, they fill every foot of space. Here again, in the center of the room, is a superb display of furniture. Each floor has its specialty in that line, and on this one are exhibited the samples of cabinet furniture, folding beds, secretaries and sideboards. The other five floors are devoted to the manufacture and storage of stock. The top floor is furnished with a fireproof vault for storing oils, paints and brushes. One of the busiest places about the building is the shipping platform, at the rear. It is covered with an iron and glass awning and connects with the various floors by four large freight elevators. By this platform comes in all the goods in the rough, and over it go out hundreds of car loads which constitute the big shipping trade that has made the house almost as well known in San Francisco and scores of other cities as in Chicago. This colossal structure, which represents the daring, ability and triumphant enterprise of John M. Smyth, represents an expenditure of nearly $1,000,000. It stands on ground belonging to the city of Chicago, and which is held by Mr. Smyth on a lease having now nearly a century to run. There certainly is very much that is intensely interesting about this great trade palace, especially when one knows its story. Even when the visitor is not acquainted with the history, he cannot fail to find it a marvelously interesting object of careful study, particularly the interior. Until you do visit it—and you will be heartily welcomed—you can have little idea of how interesting it is, and how much may be learned within its walls. It is easily accessible from all the principal hotels, while the Madison street cars pass the door, or it is only a five minutes' walk from the postoffice.

GRAND PACIFIC HOTEL.

GRAND PACIFIC HOTEL.

INCE BEING OPENED, in 1873, the Grand Pacific Hotel has continued to be one of the leading and most reliable of the many hotels of similar capacity and special prominence in Chicago. When built it was somewhat removed from the conveniences of trade, but now it is in the very business center of the city, being surrounded by the Postoffice and Custom House, the Board of Trade, Union League Club, Phœnix Insurance, Traders', Commerce and Rialto buildings, the Insurance Exchange, Rookery, Lakeside and Home Insurance buildings, thus making the location one of the most desirable. The total frontage of the Grand Pacific Hotel is more than 1,000 feet, being on Jackson, Clark and La Salle streets. It is four tall stories in height. The material used is sandstone, of which the building contains 40,000 cubic feet, and 12,000 cubic feet of limestone. There are 426,000 square feet of pine and 52,000 square feet of walnut and maple flooring in the building, together with 225,000 square feet of marble tile flooring, 7,500 square feet of slate tile flooring, 420 marble mantels, and 8,500 square feet of polished plate glass. The gas fixtures include 33,530 feet of gas pipe, 426 chandeliers employing 1,518 burners, and 880 bracket lights employing 1,180 burners. There are thirty-one electric arc lights and 760 incandescent lamps, 2,000 feet of speaking tubes, forty-seven miles of wire, 525 fire-alarm bells, and seven annunciators containing 474 indicators. The rotunda and office are 178x157 feet; grand corridors and promenade, 127x30 feet; grand dining hall, 137x62 feet; ladies' parlors, 96x25 feet; ladies' ordinary, 65x60 feet; exchange and bar, 161x118 feet; Jackson and Quincy street hall, 315x12 feet; Clark and La Salle street hall, 176x12 feet. A strong fire-wall rising to the top of the building, cutting the roof, divides the structure completely, north and south. For the quick extinguishment of fires, six standing pipes of iron connect with the steamers at the sidewalk, and from hose connections on all the corridors and on the roof, afford instant supply. The powerful force-pumps of the hotel are located in the area under Quincy street, for the supply of the boiler tanks on the roof, which have a capacity of 12,000 gallons. By its own machinery alone, the hotel could be flooded in a few minutes. There are patent fire escapes in every room and the elevator shafts are fire-proof. The capacity of the hotel is over 1,200 guests. The structure cost $1,300,000, and the furniture $400,000. The hotel is conducted by Drake, Parker & Co., and probably no house in the world has a greater patronage, particularly of the better class. A more thoroughly comfortable and homelike hotel is not to be found. Its nearness to the center of all the great business districts, places of amusement, and to those lines of street railway leading to the churches, parks and boulevards, the cars of which pass the doors of the hotel, all go to make it ideal in all that is to be desired in the way of convenience.

POINTS OF INTEREST.

Masonic Temple, North-East Corner, Randolph and State Streets.

Court House, Clark and Randolph Streets.

Post Office, Clark, Adams, Jackson and Dearborn Streets.

Washington Park, 61st Street and Park Avenue.

Board of Trade, La Salle and Jackson Streets.

Young Men's Christian Association, 148 East Madison Street, Farwell Hall.

City Hall, Clark, Washington and La Salle Streets.

City Library in City Hall, Washington and La Salle Streets.

North Side Water Works, Chicago Avenue and Rush Street.

Police Head-Quarters, Washington and La Salle Streets, City Hall.

World's Fair Head-Quarters, Rand McNally Building, 172 Adams Street.

Woman's Temple, Corner Monroe and La Salle Streets.

Chief, Fire Department, City Hall, Washington and La Salle Streets.

Douglass Monument, 35th Street and Cottage Grove Avenue.

Jackson Park, 56th Street and Stony Island Avenue.

Lincoln Monument, North Clark Street and North Avenue.

Grant Monument, Lincoln Park opposite Wisconsin Street.

County Hospital, Corner Harrison and Wood Streets.

Insurance Patrol Head-Quarters, 176 East Monroe Street.

Lincoln Park, Clark Street and North Avenue.

Garfield Park, Corner Madison and West 40th Streets.

Base Ball Park (League), Corner Loomis and Congress Streets.

Art Institute, Lake Front and Adams Street.

Stock Yards, 43d and South Halstead Streets.

Union Park, Ashland Avenue and Washington Boulevard.

Humboldt Park, California and North Avenues.

Libby Prison, Wabash Avenue and 15th Street.

Battle of Gettysburgh, Wabash Avenue and Hubbard Court.

"The Rookery," Corner La Salle and Adams Streets.

Douglass Park, 12th Street and California Avenue.

TACOMA BUILDING.

TACOMA BUILDING.

MONG the many noted and conspicuous office buildings in Chicago, none more thoroughly shows her enterprise and capabilities than the Tacoma Building, located on the northeast corner of La Salle and Madison streets, in the very heart of the business section of the city. Chicago builders have certainly won the admiration of all persons of whatever nationality, for the gigantic proportions and loftiness of her cloud-piercing business structures. As an example of what modern engineering can do in this line of buildings, we know no better illustration of Chicago's mammoth and costly buildings, than the one whose name heads this article. The "Tacoma" Building was commenced in June, 1889, and completed May 1, 1890, a little less than eleven months in process of construction. It occupies a space of ground 80 feet on Madison street and 101 feet on La Salle street. The building itself being built on the L plan, having an open court in the northeast corner, 30 by 50 feet in dimensions, thus furnishing abundant light and ventilation, the first story, hall and upper corridors being wainscoted with Italian marble, the wood work throughout the building being oak, parlor cabinet work, artistically and beautifully finished. The "Tacoma" contains 300 offices, 160 of which being arranged in suites, and are provided with all modern improvements, such as electric lights, heated with steam, hot and cold water on every floor. Five elevators provide ample means of conveyance from the first to the twelfth floor. In style of architecture, the building is known as Commercial, being twelve stories high, besides attic and basement, and in construction is a combination of steel and iron, fire-proof throughout, being known in building parlance as light construction, and is in fact the first building built on this principal or plan in any city in the world, its novely consisting of lightness, and at the same time combining safety and convenience for the purposes for which it was built Architects have pronounced this building as a model one of its kind, and one that certainly reflects great credit upon its designers, Messrs. Hollabird and Roche, of this city. That they have accomplished a triumph in building engineering, in its construction, is apparent to the most casual observer, it being one of the many buildings which the citizens of Chicago point out to strangers, as worthy of their notice and study. The foundation is a combination of concrete and steel I beams, so arranged as to provide a foundation which will withstand the climatic changes of centuries. Every appliance which modern ingenuity could devise, has been provided for on a scale of generous proportions in every detail of its construction, leaving nothing wanting or wished for. The building is owned by the Tacoma Safety & Deposit Company, of which Mr. W. D. Walker is president, and cost over $500,000. The "Tacoma" is one of the handsomest and most conveniently arranged office buildings in Chicago, and stands as a monument to the credit, enterprise and brains of its architects and owners.

HACK AND CAB RATES.

SHORT TIME before reaching Chicago on any train, an agent of a Baggage Transfer Company will wait on you, who will, if you so desire it, take your baggage check, giving you a receipt for the same, and deliver your trunk to any part of the city (within the old limits) for 50 cents. Every additional trunk 25 cents. Should you not desire to avail yourself of the means above mentioned for transferring your baggage and self, you will always find on you arrival at any depot uniformed Depot Agents, or Depot Policemen, who will give you any information desired. It will be best in every instance to make arrangements with the driver of every vehicle, as to price, time, etc., before you enter the same, so as to avoid any possible misunderstanding. We herewith give hack and cab rates as allowed by city ordinance:

For conveying one or two passengers from one railroad depot to another railroad depot, $1

For conveying one or two passengers not exceeding one mile, $1.

For conveying one or two passengers any distance over one mile and less than two miles, $1.50.

For each additional two passengers of the same party or family, 50 cents.

For conveying one or two passengers any distance exceeding two miles, $2.

For each additional passenger of the same party or family, 50 cents.

For conveying children between 5 and 14 years of age, half the above price may be charged for like distance; but for children under 5 years of age, no charge shall be made—providing that the distance from any railroad depot, steamboat landing or hotel to any other railroad depot, steamboat landing or hotel shall, in all cases, be estimated as not exceeding one mile.

For the use per day of any hackney coach or other vehicle, drawn by two horses or other animals, with one or more passengers, $8.

For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place and stopping as often as may be required, as follows: For the first hour, $2; for each additional hour or part of an hour, $1.

Every passenger shall be allowed to have conveyed upon each vehicle, without charge, his ordinary traveling baggage, not exceeding in any case one trunk and 25 pounds of other baggage. For every additional package, where the whole weight of baggage is over 100 pounds, if conveyed to any place within the old city limits, the owner or driver shall be permitted to charge 15 cents.

Rates of fare for hansom cabs and other one-horse vehicles are regulated by city ordinance as follows:

The prices or rates of fare to be asked or demanded by the owners or drivers of cabs or other vehicles drawn by one horse or other animal for the conveyance of passengers for hire shall be not more than as follows:

One mile or fraction thereof, for each passenger for the first mile, 25 cts.

One mile or fraction thereof, for any distance after first mile, for one or more passengers, 25 cents.

For the first hour, 75 cents.

For each quarter-hour additional after first hour, 20 cents.

For service outside of city limits and in the parks, for the first hour, $1.

For each quarter-hour additional after the first hour, 25 cents.

The provision regarding amount of baggage allowed free, and rates of charge for excess is the same as in the Hack Ordinance.

The following rates of fare should be posted conspicuously in every hansom cab:

One mile or less, for each passenger, 25 cents.

Each additional mile or fraction thereof, one or two passengers, 25 cents.

For one stop or wait of not over five minutes no charge will be made.

For over five minutes, or more than one stop or wait, 10 cents will be charged for each ten minutes or part thereof.

Packages too large to be carried inside will be charged 10 cents.

For one or two persons, per hour, within four-mile limit, 75 cents.

For each quarter-hour additional, or fraction thereof, 20 cents.

For one or two persons, per hour, outside four-mile limit, also Lincoln Park, $1.

For each quarter-hour additional, or fraction thereof, 25 cents.

When continuous stop of one-half hour or more is made, the charge per hour will be at the rate of 70 cents. When service is desired by the hour, it must be so stated at the time of engaging the cab, otherwise the distance rate will be charged.

Hour engagements, when the cab is discharged at a distance of over half a mile from the stand, the time necessary to return to the stand will be charged for. No time engagements will be made for less than the price for one hour.

Should a driver attempt to overcharge you for services rendered, refuse to pay him until you have called a policeman, who will promptly adjust matters.

MARSHALL FIELD & CO. (RETAIL BUILDING.)

MASHALL FIELD & CO.

T THE INTERSECTION of State and Washington streets, the heart of the great retail district of Chicago, where the human tide from three directions converge into one rushing throng, is the white, stately building occupied by Marshall Field & Co's retail department. Probably no other retail house in America has an individuality more marked than this imposing structure of the French Renaissance school. It has frontage of 260 feet on State street and 150 on Washington, with a height of seven stories, and a total floor space of some six acres. It is superbly lighted by a great central open quadrangle of skylight. About the four sides of this quadrangle on the second floor, overlooking the animated and ever-varying scene below, is a pretty resting place where women may appoint a rendezvous with friends. A very inviting place is this, and rendered doubly so by palms and other tropical plants. The various departments, with their great extent of room and endless variety of goods, and perfect appointments generally, are all models of attractiveness. Everywhere is observed a fine quality of individuality in goods and beauty of arrangement. Among the specially notable departments are those of the art linen, the upholstery, curtain and fabric section, Gobelin tapestries, priceless wares in ormolu or Sevres —and all the articles of household decoration that art supplies to luxury. Then there is the Moorish room; and a "Morris" room, devoted to the productions of the eccentric English poet and decorator. The carpet department, with the rug section, presents a great wealth of color and picturesqueness suggestive of the Orient. Inlaid floors serve as effective foils to marvelous and glowing rugs of Khiva, Ispahan and Teheran, rich with the velvety sheen of 200 years service. Carpets of Baghdad, prayer rugs from Mecca, and camel bags from the desert gain a new charm from lanterns of Moorish iron work, curiously carved chairs inlaid with ivory from Hindostan, ancient chests from Persia, and Cairene hammocks depending from the ceiling by ropes curiously wrought and knotted. But space forbids further mention of more of the rare and substantial goods at Field & Co's. A woman's restaurant, of a high class, is among the appointments of the place. Seventy-five department managers control the 4,000 employes of the establishment, and are in turn under the direction of a general manager who receives his instructions from the firm. Marshall Field & Co. represent the extreme of conservatism in the matter of credit, never continuing a man's credit beyond the thirty or sixty day limit. The wholesale house of Marshall Field & Co. occupies an entire block, bounded by Adams, Franklin and Quincy streets, and Fifth avenue. The structure is of granite and sandstone, plain and substantial. The interior is divided by two thick parti-walls into three sections, with communication on each floor through double iron doors. The firm does a business of $35,000,000 annually, which is a figure not approached by any other firm.

PRINCIPAL HOTELS.

AUDITORIUM.—Congress street, Wabash and Michigan avenues.
Atlantic.—Corner Van Buren and Sherman sts.
Brevoort.—Nos. 143 and 145 East Madison st.
Briggs.—Fifth ave. and Randolph st.
Burke's (European).—No. 140 East Madison st.
City.—Sixteenth and State sts.
Clifton.—Wabash ave. and Monroe st.
Commercial.—Lake and Dearborn sts.
Continental.—Madison st. and Wabash ave.
Columbia.—Thirty-first and State sts.
Farwell.—No. 164 South Halsted st.
Grand.—Clinton and Madison sts.
Gore's (European).—Clark, between Jackson and Van Buren sts.
Grand Central.—Madison and Canal sts.
Grand Pacific.—Clark and Jackson sts.
Great Northern.—Corner Jackson and Dearborn sts.
Gault.—West Madison st.
Hotel Brunswick.—Michigan ave. and Adams st.
Hotel Cortland.—No. 18 Adams st.
Hotel Grace (European).—Clark and Jackson sts.
Hotel Richelieu.—Michigan boulevard.

HOTEL LANGHAM.—Wabash avenue and Eighteenth street.
Hotel Vendome.—North Park ave. and Center st.
Hyde Park.—Corner Fifty-first st. and Lake ave.
Kuhn's (European).—Nos. 161 and 163 Clark st.
Leland.—Jackson st. and Michigan ave.
La Fayette.—West Madison st.
Lexington.—Twenty-second st. and Wabash ave.
Metropole.—Twenty-third st. and Michigan ave.
McCoy's (European).—Clark and Van Buren sts.
Palmer.—State and Monroe sts.
Revere.—Clark and Indiana sts.
Saratoga.—Nos. 155 and 157 Dearborn st.
Sherman.—Clark and Randolph sts.
Southern.—Wabash ave. and Twenty-second st.
The Wellington.—Wabash ave. and Jackson st.
Tremont.—Lake and Dearborn sts.
Virginia.—Rush and Ohio sts.
Victoria.—Corner Van Buren st. and Michigan ave.
Washington.—West Madison and Canal sts.
Windsor (European).—Nos. 145-153 Dearborn st.
Woodruff.—Wabash ave. and Twenty-first st.

VIRGINIA HOTEL.

VIRGINIA HOTEL.

SITUATED at the gateway to the fashionable North Side of Chicago, being at the northwest corner of Rush and Ohio streets, stands the Virginia Hotel, having a frontage of 109 feet on the former and 150 on the latter street, and an elevation of 140 feet above the pavement. In every respect the Virginia is a high-class hotel. Entering very largely into its construction are steel, iron and brick, with hollow tile arches and partitions, architectural terra cotta, Vert Island stone; and as the walls in the rear, as well as on the street fronts, are faced with red pressed brick, the structure presents a uniformly finished appearance on all four sides. Its appearance is commanding in every respect, and emphasizes in a striking degree the progress of improvement in the beautiful section of the city in which it stands. The Virginia is a ten-story edifice, exclusive of basement which is ten feet high. Conventional rules of architecture were entirely ignored in its construction, a fact resulting in many uncommon yet nevertheless most pleasing effects. It seldom happens that one finds an instance where simple red brick has been used with such breadth of treatment, both in mass and detail, relieved only by such terra cotta as is required for sills and lintels. The interior appointments of this family hotel are said to rival those of any hotel in the world in point of richness. Mahogany doors open into the main vestibule, the floor of which is of marble mosaic with jasper marble borders, and the walls paneled with white Italian marble. A lacquered brass chandelier is suspended from the center of the ceiling. In the center and facing Ohio street is Randolph Rogers' celebrated marble statue of "Nydia," the blind girl of Pompeii. Numerous other celebrated works of art charm the eye, particularly in the reception room. There are many wonderfully superb rooms in this hotel, some of which are probably not surpassed in palaces of the Old World. The house contains about 400 guest rooms, all so constructed as to have an abundance of air and light direct from the outside. Hardwood finishing prevails everywhere. The corridors and nearly every room are connected with pipes having a powerful air-suction fan, so that all odors are carried away above the roof, thus insuring a constant supply of pure air at all times. One of the most observable features of the interior arrangement is the numerous superb suites of rooms with bath-room attachment. There are eighty bath tubs and 100 stationary wash basins in the building. True, it requires a small fortune to live at the Virginia, but one finds it the living of kings and queens. There's not a particle of sham or tawdry about the premises. Everything is genuine and the best that gold can purchase. As a hotel of the most exclusive order, the Virginia does full credit to the wealthy section of the great city in which it is located, and enjoys a patronage commensurate with its character.

STREET RAILWAYS.

N NO CITY on the globe is there better street railway service than Chicago. Her equipment in this respect embraces cable, electric, steam motors, elevated and horse cars, the latter being used only in the outlying portions of the city as connecting links and side street feeders for the many great lines operated by electricity, cable and steam, which traverse nearly all the principal thoroughfares, from one end of the city to the other and from east to west. Chicago has more miles of trackage, including switches and sidings, than any other city in America, or 400 miles. Other cities follow in the following order: New York, 370; Boston, 342, and Philadelphia, 330 miles. The West Chicago City Railway Company practically owns and operates all West Side lines, the North Chicago Street Railroad Company the North Side lines, and the South Chicago City Railway Company, which owns the South Side system. Operation by means of the now well-understood cable system prevails most generally, although the electric system wherever used—as in some portions of the West Side—gives satisfaction, as a rule. There seems to be little doubt, however, but that electricity will eventually rule in the operation of Chicago's street railways, providing that overhead wires can be dispensed with. Cars now pass any given point on the cable, electric and elevated roads every minute, while early in the morning and in the evening, they pass every half minute. Taken all in all the intramural service of Chicago is the most wonderful and satisfactory in the world, considering the tunnels through which and the loops around which the cars must pass. The cars operated on all lines in the city are of the largest and most comfortable pattern made—a fact which cannot fail to win the praise of all who visit the Exhibition now at hand. All the various systems are constantly pushing extensions in nearly every direction and adding to their equipment. As an illustration of what the change from horse to cable power has done for the city, the South Side line furnishes striking proof. To that portion of the city it has added more than 100,000 population, and increased the value of real estate over $25,000,000 within six years. The business done by these companies is simply marvelous, and few stocks in the world pay better dividends. About 70,000,000 passengers were handled by the South Side company alone, during 1891, giving the company a revenue of over $4,000,000. Operating expenses were less than $3,000,000, leaving net earnings to the amount of much more than $1,000,000, on a capital of $5,000,000. This, the reader must remember, represents the work of but one company. It is a wonderful showing, but not more wonderful than that of almost any similar part or parcel of industry connected with Chicago enterprise. How the increased millions who shall inhabit Chicago a score of years hence will be able to go to and from the center of the city, is a problem which it would seem could only be solved by the genius, yet to come, who shall give us aerial transportation.

LIBBY PRISON WAR MUSEUM.

THE LIBBY PRISON WAR MUSEUM.

MONG the most interesting amusement enterprises in the city of Chicago is the Libby Prison War Museum, which has been open to the public since September, 1889, and in that time has been visited by half a million people. The history of Libby Prison need not be retold. It will long be remembered as the prison that occupied the seat of the so-called Confederacy, and was the palace prison of the South. Thousands of memories could be told of it, many of them are better untold, and yet the majority are like the mountain and the mole-hill compared to Andersonville and other prisons of the South. Libby prison proper is simply an old tobacco warehouse, containing twelve rooms, four dungeons, plenty of barred windows, a street frontage of 132 feet, side 110 feet, four stories on the back, three on the front. It was confiscated by the Confederate Government in 1861, was used all during the Civil War as a prison, and confined about 40,000 Union officers. One of the most interesting features in its history is the celebrated escape from it on the night of February 9, 1864, when 109 officers made their way to liberty through a fifty-foot underground tunnel. It was one of the boldest and ingenious escapes recorded in the history of the war, and its story is so full of thrilling interest that its story will never grow old. Fifty-eight of that 109 were recaptured before reaching the Union lines. When the project of removing Libby Prison from Richmond to Chicago was suggested and consummated, it received severe condemnation from sentimentalists. This did not cease until the old structure had been well established in the heart of the World's Fair metropolis. Not until then was it realized that there had been opened to the public the greatest War Museum in America. The old prison in which had been confined so many brave Union soldiers was grasped from the ruin that time and inattention would inevitably have brought on it too soon. The walls of this old brick structure are as sacred as the shrines of the martyrs, and it is to the credit of Chicago that they are preserved as a monument to the patriotism of that 40,000 loyal soldiers who suffered imprisonment within them. The exhibit of war relics that the building contains is second to none in this country. It comprises almost everything that can be imagined in connection with the history of the Civil War. The exhibit is divided into two departments—Confederate and Union—and includes specimens of all kinds of shot and shell, arms and accoutrements, uniforms, official documents and personal letters in the handwriting of all the leading men of the North and South, some of which are important links in the history of this country. The museum contains more than 300 oil portraits of generals and statesmen, and more than 4,000 other pictures of battlefields, war scenes, noted people and events. Among the most important of the many war relics in the building is the celebrated Appomattox table upon which Generals Grant and Lee signed the terms of the surrender that closed the great Civil War. This was taken away from Appomattox by General Ord, who purchased it from the proprietor of the McLean House, where the

surrender occurred, for $40 in gold, and from whose family it was purchased by C. F. Gunther. In a case near this table are several important manuscripts in the handwriting of Jefferson Davis, which include official war orders and other documents. In the next case is the original manuscript of General Lee's acceptance of the command of the Confederate army and his farewell address to the same; also his field order issued on the death of "Stonewall" Jackson. These manuscripts are of more than ordinary interest and value. The exhibit of historic furniture is second to none in this country. It includes the old rocker that John Hancock sat in when he signed the Declaration of Independence, a chair from the residence of Thomas Jefferson, President of the United States, a revolutionary chair from General St. Clair's home, the office chair used in Libby Prison, and also one used in the home of Jefferson Davis. Six of the chairs from the box in which Lincoln was assasinated at Ford's Theater, Lincoln's library chair, the camp chairs used by General Grant and General Joseph Hooker, and the chair that Admiral Faragut used on board the frigate "Hartford" are also in this collection. In the room on the main floor is the celebrated Gunther "Columbus," which appears elsewhere in this work, which was painted by Sir Antonio Moro, at the court of Spain, in 1543, for Margaret, Governess of the Netherlands. This is a special exhibit, loaned by C. F. Gunther, and was bought by him in London a few months ago for $10,000. It will be loaned to the World's Fair, and it was the first exhibit to arrive in Chicago for the great Exposition. It is conceded to be the only authentic portrait of the great navigator extant. The portrait is surrounded by an exquisitely carved frame of wood, finished in gold. The design is unique, and the frame is almost as interesting a work of art as the portrait. In the third room on the main floor are the collections relative to Lincoln and Grant. These exhibits cannot be surpassed, and include dozens of interesting mementoes in the history of these great men's lives from the cradle to the grave. But it would take volumes to describe everything of importance in the museum, and the above few lines are enough to give an idea of the extent of the exhibition. The enterprise is operated under the direction of the following well-known Chicagoans: C. F. Gunther, president; L. Manasse, vice-president; Chas. E. Kremer, secretary and treasurer. Directors—W. H. Gray, S. H. Woodbury, I. L. Gould, D. J. Schuyler, Fred. S. Eames, Stewart Spalding. Chas. R. Macloon, acting manager. Mr. Macloon, the manager, is a gentleman of wide experience in amusement matters, besides being an old newspaper man. He is a genial gentleman, and one who has the best wishes of all.

PULLMAN BUILDING

PULLMAN BUILDING.

PROMINENT among the higher grade business and residence apartment blocks in Chicago is the Pullman Building, at the southwest corner of Michigan avenue and Adams street, easily in reach of street car lines, hotels, courts, depots, places of amusement, churches, etc. Its frontages are 168 feet on Adams street, and 120 feet on Michigan avenue. The structure is in every respect most imposing and richly ornate, being of red granite, brick and terra cotta. It is ten stories in height, with its main or business entrance on Adams street, and the residence entrance on Michigan avenue. The first six floors are devoted to stores and offices, the seventh, eight and ninth floors to residence suites and apartments. The general plan of construction is that which has been so generally followed in connection with erecting all the more daring commercial structures which have attracted such wide and intense interest to Chicago of late years, being a skeleton of steel walled up with brick and terra cotta. Iron and steel beams have been used throughout, with stairways of iron. The partition walls are of fire-proof material, and the spaces between the joists supporting the floors are filled with hollow tile and cement. The building is supplied with four passenger elevators and a freight elevator, and with both gas and electric light. The halls are laid with handsome tiling, and all floors are effectually deadened. Each apartment has direct connection by speaking tubes with the Michigan avenue entrance and the restaurant which is on the ninth floor. In this building the most perfect sanitary conditions prevail. Every detail of sewerage and plumbing represents the best attainable methods, and it is said to be utterly impossible for sewer gas to penetrate any portion of the building. Every room has direct outside light and air, and nearly every room a fireplace, affording perfect ventilation. Dealers in light merchandise tenant the first floor, and the general offices of the Pullman Company, together with those of the Missouri Division of the United States Army and of other notable organizations have offices on the second, third, fourth, fifth and sixth floors. The seventh, eighth and ninth floors are occupied as residence suites of two, three and four rooms, with private bath room, closets, etc. These suites are intended for use as bachelor apartments, and for occupancy by small families who wish to avoid the cares of housekeeping, no cooking being allowed in these rooms. The building is kept in perfect order by the attendants of the Pullman Company, a fact which insures unrivaled service. Everywhere throughout the building is met that same very rich finish which patrons of this company's drawing room cars find in the latter. No more princely building of the kind has, perhaps, ever been erected, and the visitor to Chicago should certainly pay it a visit out of mere curiosity if for no other reason.

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ASHLAND BLOCK.

ASHLAND BLOCK.

T the northeast corner of Clark and Randolph streets—diagonally across from the City Hall—stands the Ashland Block, its seventeenth story now and then caressed by a passing cloud. You should visit this building, if for no other reason than to be able to say you have seen it. This word of advice is proffered, not by reason of the wonderful height attained by the builders in this instance, but on account of another wonderful fact which we shall mention a little further down this page. The Ashland has just been completed, and its construction is of steel, terra cotta and brick, with special attention to steel bracings to resist the enormous wind pressure which a seventeen-story building, wherever located in Chicago, must resist almost daily. It has a front of 140 feet on Clark street, and another of eighty feet on Randolph. Barring the time chosen for laying the foundation, the structure was reared at perhaps the most inopportune time—considering the seasons of the year—that could possibly have been chosen. But in Chicago, where ground rents in so important a business district amount to such enormous figures, no account is taken of time or season. Every hour a piece of ground, such as is now occupied by this block, stands idle it means a total loss of hundreds of dollars, cash money, to the lessee. And mention of this well-appreciated fact brings us to the specially notable feature—although invisible to the visitor—connected with the Ashland. It is, that the seventh, eighth, ninth and tenth stories were all constructed in exactly thirteen days, thus surpassing by several weeks the best time ever before made in the known history of building affairs, the world over. To accomplish this feat it was necessary to work brick masons so closely together that their elbows touched, and to continue the work all night. This latter was accomplished by means of electric light. So intense was the cold—it being midwinter—that, although great canopies of canvas and hundreds of small stoves were provided for the workmen, yet many of them suffered intensely. The pay, however, being double that usually received for such work, proved sufficiently powerful an inducement to enable the contractors to keep full the large quota necessary to get the work done within the required time. The various floors are reached by seven passenger elevators, while one large freight elevator handles furniture, etc. The offices in the building number about 300, and are finished in the most durable and admirable manner. Everything about the structure is thoroughly first class, which means all that could possibly be desired by tenants. It is unnecessary, perhaps, to add that the Ashland is entirely fire-proof in every respect.

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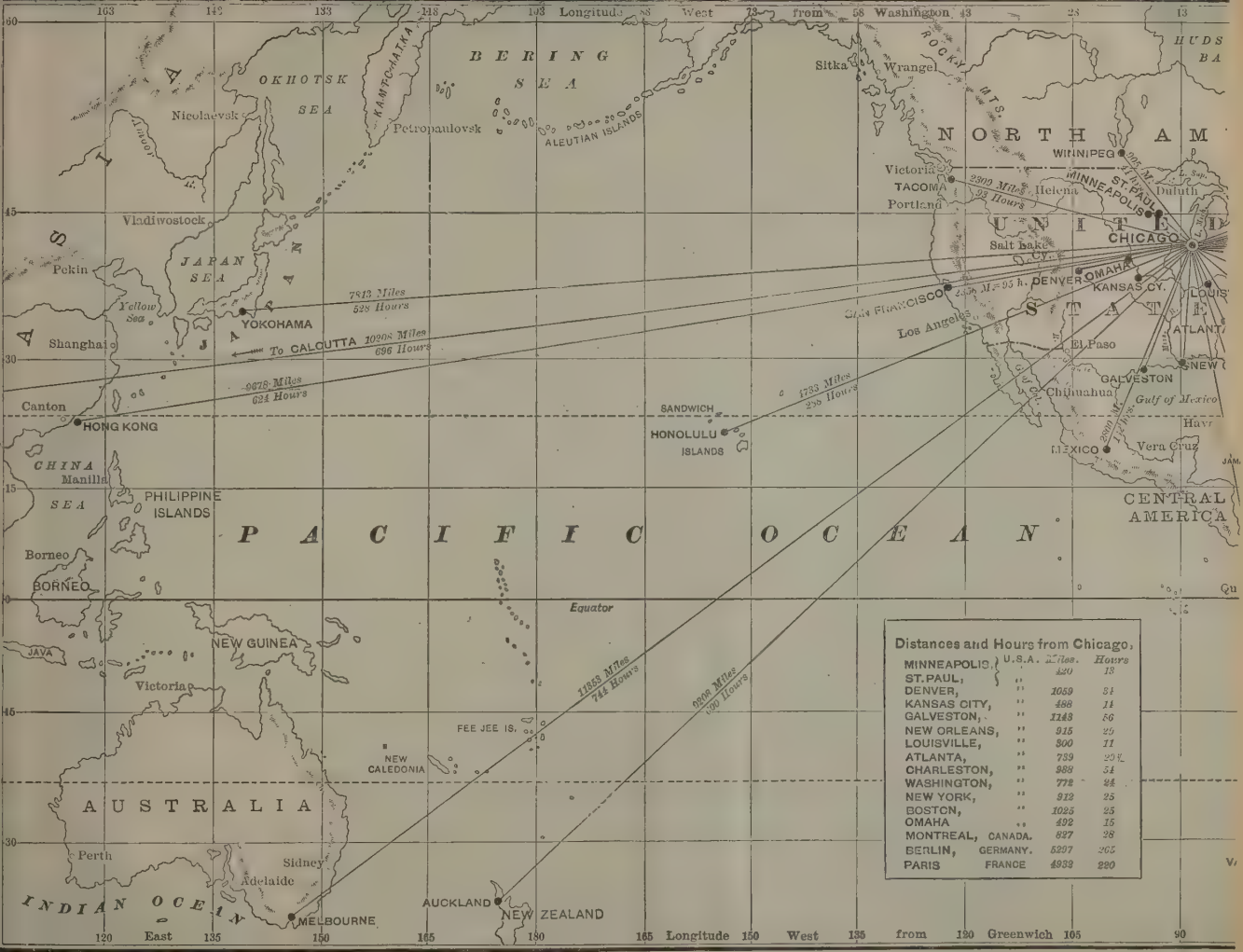

Distances and Hours from Chicago.

		U.S.A. Miles.	Hours
MINNEAPOLIS,	U.S.A.	420	18
ST. PAUL,	"		
DENVER,	"	1059	34
KANSAS CITY,	"	488	14
GALVESTON,	"	1143	46
NEW ORLEANS,	"	915	26
LOUISVILLE,	"	300	11
ATLANTA,	"	739	29½
CHARLESTON,	"	989	54
WASHINGTON,	"	778	24
NEW YORK,	"	912	25
BOSTON,	"	1025	25
OMAHA	"	492	15
MONTREAL,	CANADA.	927	28
BERLIN,	GERMANY.	5297	265
PARIS	FRANCE	4933	220

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